

**A GENERAL CHRONOLOGY
OF THE
PENNSYLVANIA RAILROAD COMPANY
ITS PREDECESSORS AND SUCCESSORS
AND
ITS HISTORICAL CONTEXT**

By Christopher T. Baer

1902

**All Data Subject to Correction and Change
October 2015**

- Jan. 1, 1902 Robert M. Patterson appointed to new post of “General Superintendent of the Pittsburgh Terminals,” created jointly on Lines East and West in an attempt to ease traffic flow through the Pittsburgh bottleneck; jurisdiction extends about ten miles from the city in all directions to McKeesport, East Pittsburgh, Brilliant, Sharpsburg, (went to Sheridan on Panhandle). (AR, MB)
- Jan. 1, 1902 Robert Pitcairn, longtime General Agent & Superintendent of Pittsburgh Division, made Resident Assistant to the President in Pittsburgh to ease work load; replaced as Superintendent by Richard Lincoln O'Donnel. (AR)
- Jan. 1, 1902 Philadelphia, Germantown & Chestnut Hill; Engleside Railroad; Kensington & Tacony; Fairhill Railroad; Bustleton Railroad; and Philadelphia, Bustleton & Trenton Railroad merged into Connecting Railway Company under agreement dated July 22, 1901; originally all these properties were to have been merged into the Philadelphia & Trenton Railroad, but its stockholders refused to accept consolidation in Mar. 1901. (Val, C&C)
- Jan. 1, 1902 Accounting Dept. of Northern Central Railway moved from Baltimore to Philadelphia. (RyW)
- Jan. 1, 1902 Northern Central Railway leases its Canton grain elevators Nos. 1 & 3 to the Central Elevator Company of Baltimore City instead of the Baltimore Elevator Company and buys 1,000 shares of the Central Elevator Company. (MB)
- Jan. 1, 1902 Baltimore, Chesapeake & Atlantic Railway leases rights to the Crisfield, Md., wharf from the NYP&N for its steamboats. (MB)
- Jan. 1, 1902 New organization on Lines West: Joseph Wood (1846-1922) to Second VP, replacing J.T. Brooks, deceased, supervising the Traffic Dept.; James J. Turner to Third VP, supervising the Transportation and Real Estate Depts.; Edward B.

Taylor to Fourth VP, supervising the Treasury and Accounting Depts.; position of General Superintendent of Transportation divided into General Superintendent of Freight Transportation Arthur Barr Starr (1848?-) and General Superintendent of Passenger Transportation Charles Watts (1845-1920); Alfred M. Schoyer (1859-1924) to General Superintendent-Northwest System, replacing Watts; Robert E. McCarty (1862-1924) named Superintendent of Pittsburgh Division (PCC&StL); William C. Cushing (1863-1940) to Superintendent of Eastern Division (PFW&C), replacing Schoyer; Samuel Church Scott (1854-) to Assistant to First VP. (MB, AR)

- Jan. 1, 1902 Volney T. Malott, Trustees of Terre Haute & Indianapolis Railroad, begins operation of Logansport & Toledo Railway; last portion from Butler to Chili transferred by Wabash Railroad to the Logansport & Toledo, and operation by the Wabash Railroad and through service to Toledo end; PRR opens new route between St. Louis and Toledo via Logansport with trains making close connections with LS&MS at Butler. (AR, Church, Sanders)
- Jan. 1, 1902 Scalp Level Railroad merged into South Fork Railroad under agreement of Nov. 13, 1901. (Val)
- Jan. 1, 1902 Pennsylvania Steel Car Trust organized with capital of \$10 million. (MB)
- Jan. 1, 1902 Pittsburgh, Chartiers & Youghiogheny Railway obtains trackage rights over Pittsburgh & Lake Erie Railroad between Davis Island Dam (P&LE Jct.) and Neville Island Jct. (0.87 mile) to reach its 1901 line on Neville Island. (Church)
- Jan. 1, 1902 Apple Creek Branch of Cleveland, Akron & Columbus Railway opens from Apple Creek Jct. to West Lebanon, Ohio. (AR, Church)
- Jan. 1, 1902 Detroit & Peru (?) RPO rerouted to Butler & Logansport RPO. (Kay)
- Jan. 1, 1902 Chicago Union Transfer Railway opens Clearing Yard plus connecting track from Argo on the B&O Chicago Terminal Railroad to the Santa Fe at Elsdon. (Church)
- Jan. 1, 1902 Lines West replaces employee passes with special tickets offered at one-third the regular fare. (RyW)
- Jan. 1, 1902 LS&MS, Nickel Plate and Chicago, Rock Island & Pacific Railway move into Chicago's Grand Central Station temporarily to permit construction of the new La Salle Street Station. (RyW)
- Jan. 1, 1902 CCC&StL Railway acquires stock control of the Cincinnati Northern Railroad running from Franklin, Ohio, to Jackson, Mich. (from the Brice Estate?); at the same time, the Cincinnati Northern Railroad sells all the stock of the Detroit,

- Toledo & Milwaukee Railroad to the Michigan Central Railroad. (GrnBk)
- Jan. 1, 1902 Seth Low (1850-1916) inaugurated Mayor of New York City after defeating Tammany Hall candidate Edward Shepard; Low proves to be more sympathetic to PRR's Penn Station plans. (NYT)
- Jan. 1, 1902 Reform Mayor Seth Low appoints Gustav Lindenthal to be New York City Commissioner of Bridges. (Petroski)
- Jan. 2, 1902 PRR conveys the Mountain House property at Cresson to the Manor Real Estate & Trust Company. (MB)
- Jan. 2, 1902 Ohio Valley & Junction Railway deeds all property and franchise (except rolling stock) between Canal Dover and works of Crown Fire Clay Company at Parral to Cleveland & Marietta Railway for \$30,000, under an agreement of Sept. 21, 1901. (Church, C&C)
- Jan. 2, 1902 Royal Sewer Pipe & Fire Brick Company sells Royal Southern Railroad (2.88 miles at Ulrichsville, Ohio) to PCC&StL per agreement of Sep. 21, 1901. (Church)
- Jan. 2, 1902 Standard Steel Car Company incorporated in Pa. with a capital of \$3 million by Charles T. Schoen, John M. Hanson and James Buchanan "Diamond Jim" Brady (1856-1917), formerly with the Pressed Steel Car Company, which has been taken over by the United States Steel Corporation; it is financed by Henry W. Oliver, the Mellons and Henry Clay Frick, with a plant at Butler, Pa.; it is an instant success, producing over 60,000 cars within two years. (Moody's, Cannadine, Paskoff ed)
- Jan. 3, 1902 Western Pennsylvania Railroad agrees with City of Allegheny for track elevation. (MB)
- Jan. 3, 1902 Col. Charles B. Lamborn (1837-1902), brother of Dr. Robert H. Lamborn and partner in many western ventures with William Jackson Palmer, dies at New York. (RRGaz)
- Jan. 4, 1902 Elbert H. Gary of United States Steel Corporation announces it will lease 50,000 acres from Norfolk & Western Railway's Pocahontas Coal & Coke Company; all coke for its western steel plants will be drawn from the Pocahontas Field, while the H.C. Frick Coke Company properties around Connellsville, Pa., will be used in eastern plants. (Lambie)
- Jan. 4, 1902 New York Appeals Court rules that the late Henry B. Plant was a resident of New York, not Connecticut; his widow Margaret J. Plant succeeds in breaking his will, which, if probated in Connecticut, would have put all of Plant's property in trust for his great-grandson and only paid her a modest \$30,000

annuity; instead, under New York inheritance law, she is to receive a third of his \$22 million estate. (NYT, Hoffman, Turner/Bramson)

- Jan. 5, 1902 "BU" Tower placed in service at east end of Pittsburgh Terminal Yard throat. (CE)
- Jan. 6, 1902 "Liberty Bell Special" leaves Broad Street Station at 8:00 AM carrying the Liberty Bell, which is to be displayed at the South Carolina Interstate & West Indian Exposition; accompanied by Mayor Samuel H. Ashbridge (1848-1906) and other officials in a private car; route is via Hagerstown, Bristol, Asheville and Savannah for maximum public exposure, then returns via Atlantic Coast Line; a person claiming to have been a crew member on this trip publishes a story in the pulp magazine *Railroad Stories* in July 1936 to the effect that this train was involved in a wreck near Luray, Va., on the Norfolk & Western Railway in which he "saved" the Liberty Bell; there is no evidence that this is anything more than a self-aggrandizing tall tale. (PubLdgr, RRStories)
- Jan. 6, 1902 Louisville & Nashville Railroad inaugurates *Chicago & Florida Limited* as first de luxe winter-only through train between Chicago and St. Augustine via Evansville (C&EI), Atlanta and Albany. (Key)
- Jan. 6, 1902 PRR inaugurates *Florida Special* service, consisting of through sleeper and diner between Chicago and St. Augustine via Cincinnati; not a separate train on PRR; south of Cincinnati runs via Queen & Crescent Route through Atlanta, Macon and Jesup; first PRR Chicago-Florida service (since ca. 1893? or ever? RRG has through cars in 1901!!)
- Jan. 6, 1902 Louisville & Nashville Railroad inaugurates *Chicago & Florida Special* as second de luxe winter-only through train between Chicago and St. Augustine; also carries through sleepers from Detroit, Cleveland and Pittsburgh; alternates running two days a week via Monon, PRR or CCC&StL to Cincinnati. (verify date - not shown in PRR tt. - see above - this is from Key and Sanders - train lasts one season)
- Jan. 6, 1902 Lines West Finance Committee authorizes the Cincinnati, Lebanon & Northern Railway to purchase the Court Street property and all tunnel rights from the CCC&StL Railway. (MB)
- Jan. 7, 1902 Five Mile Beach Electric Railway incorporated in N.J. (NJCorps)
- Jan. 8, 1902 New suburban station building opened at 55th Street & Euclid Avenue, Cleveland. (AR)
- Jan. 8, 1902 J(ohn) Hampton Barnes (1860-1952), son of William Henry Barnes, named PRR District Solicitor at Philadelphia. (MB)

- Jan. 8, 1902 "Liberty Bell Special" arrives at Savannah without incident in the afternoon. (PubLdgr)
- Jan. 8, 1902 Inbound New Haven Danbury local, stopped by a signal, is rear-ended by an NYC&HR White Plains local in the smoke-darkened Park Avenue tunnel at 56th Street, New York at 8:20 AM at the height of the morning rush hour; 17 killed; all of the dead are commuters from New Rochelle, for whom the last two cars of the local were reserved; a public outcry calls for electrification of NYC&HR at New York. (NYT, RRGaz)
- Jan. 8, 1902 After conferences between Sen. McMillan and Pres. Cassatt, McMillan introduces a new bill in Congress for a single Union Station; Baltimore & Potomac Railroad is to be paid \$1.5 million for its station on the Mall and B&O \$1.5 million for its old station. (RRGaz)
- Jan. 9, 1902 Chief Engineer William H. Brown files preliminary plan for Washington Union Station project with District of Columbia officials. (RRGaz)
- Jan. 11, 1902 Pres. A. J. Cassatt creates the Board of Engineers for the New York terminal project; Col. Charles Walker Raymond (1842-1913) of U.S. Army Engineers, chairman; William H. Brown Chief Engineer of Meadows Division; Charles Mattathias Jacobs (1850-1919) Chief Engineer of North River Division; Alfred Noble (1844-1914) Chief Engineer of East River Division; Gustav Lindenthal, whose presence is more compensation for the fact that his North River Bridge scheme has been shot down; advised by five special committees of PRR operating officers under overall supervision of Vice President Samuel Rea. (MB)
- Jan. 11, 1902 Pennsylvania Company and Hocking Valley Railway agree for joint operation of the Zanesville Terminal Railway. (MB)
- Jan. 13, 1902 Samuel Rea elected Pres. of Overbrook, Wayne & Paoli Passenger Railway and Bala, Haverford & Villa Nova Passenger Railway, and PRR men replace dummy directors. (MB)
- Jan. 13, 1902 PW&B Board abolishes station at 62nd Street, Philadelphia, on Maryland Division because of trolley competition. (MB)
- Jan. 14, 1902 LIRR Pres. William H. Baldwin recommends Bradford L. Gilbert as architect for Penn Station. (AJC 32/20)
- Jan. 14, 1902 At the St. Louis, Vandalia & Terre Haute Railroad stockholders' meeting, Charles W. Thomas protests the voting of their shares by the Terre Haute & Indianapolis Railroad and Pennsylvania Company; claims that his vote of 503 shares for Edward L. Thomas as director count as 4,527 shares on the ground that he can cast all his vote cumulatively for only one director instead of nine;

protests that only two directors are residents of Illinois and demands that the company turn over all property to receiver Henry C. Begole. (AR)

- Jan. 14, 1902 Southern Railway inaugurates *Southern Palm Limited* with new Pullman equipment as de luxe seasonal train between New York and St. Augustine; also carries sleeping cars for Aiken and Augusta. (RyW)
- Jan. 14, 1902 William H. Moore elected a director of the First National Bank of the City of New York, cementing a tie between the Moore-Reid interests and the Baker-Morgan banks; other new directors are J. Pierpont Morgan, James J. Hill, D. Willis James, James A. Blair of Blair & Co. and John A. McCall, Pres. of the New York Life Insurance Company, who is also a director of the National City Bank; on the same day, George F. Baker is elected a director of the Chase National Bank. (Logan, NYT)
- Jan. 14, 1902 Richmond, Fredericksburg & Potomac Railroad establishes an additional local passenger round trip between Richmond and Ashland. (AR)
- Jan. 14, 1902 After being spotted in the Casino at Monte Carlo, United States Steel Corporation Pres. Charles M. Schwab issues a cable denying that he has been gambling and was merely sightseeing; however, the scandal continues to grow, particularly as the puritanical Carnegie turns on his protégé. (NYT, Strouse)
- Jan. 15, 1902 Edward B. Taylor and Sidney B. Liggett elected directors of the Terre Haute & Indianapolis Railroad, replacing Delos W. Minshall and Joshua T. Brooks, deceased; increases PRR representation from 4 to 5 of 7 seats. (MB)
- Jan. 15, 1902 NYC&HR announces its plan for an electrified loop track for suburban trains under the existing Grand Central Station; the loop would be two tracks with center and side platforms with yard tracks in the center; apex of the loop would be at 43rd Street with direct connection to the proposed New York subway. (RRGaz)
- Jan. 15, 1902 United States Senate Park Commission (aka the McMillan Commission) appointed in March 1901 reports to Congress urging a return to the original L'Enfant Plan, removing the PRR station and clearing the Mall, building a Lincoln Memorial at its far west end, developing Rock Creek valley as a park, and building a Union Station on Massachusetts Avenue north of the Mall; report praises Pres. Cassatt for his large views in consenting to the removal of the 6th & B Street station; on the same day, an exhibit of the Commission's drawings and models prepared under the direction of Charles F. McKim opens at the Corcoran Gallery. (Rept, RRGaz)
- Jan. 15, 1902 Bill introduced in Maryland Legislature to have the purchaser of the City of Baltimore's controlling interest in the Western Maryland Railroad approved by a public referendum; fear is that PRR will acquire control through fronts.

(NYT)

- Jan. 1902 PRR is revising the design of the new Long Bridge at Washington to meet Secretary of War Elihu Root's demand for more ornament. (RyW)
- Jan. 1902 PRR buys an additional 1,040 shares of B&O common through Kuhn, Loeb & Co. for \$104,000 and 90,474 shares for \$9 million. (Wheeler)
- Jan. 1902? Fuller Syndicate formed by George J. Gould and his associates for the purpose of buying control of the Western Maryland Railroad and West Virginia Central & Pittsburgh Railway; nominal head is E. L. Fuller, Pres. of the International Salt Company; also includes George J., Howard and Edwin Gould, John W. Gates, Lee, Higginson & Co., John D. Rockefeller, et al. (verify when formed)
- Jan. 1902 E. L. Fuller Syndicate purchases West Virginia Central & Pittsburgh Railway, running southwest from Cumberland into W.Va. coal fields, from Davis and Elkins families for \$18 million. (Wheeler says summer - check; WEJ reports 1/7 that PRR has bought WVC&P from Stephen B. Elkins and Henry G. Davis for \$17 million, outbidding Gould by \$7 million? - RyW has Fuller by 2/1 - has Fuller Syndicate = E.L. Fuller of Scranton, Moses Taylor?, Walter W. Scranton, C. Vanderbilt and Warren Delano, George J. Gould and Myron T. Herrick)
- Jan. 1902 Vanderbilts purchase Indiana, Illinois & Iowa Railroad; 90% of the stock is purchased by the LS&MS; line runs from South Bend through Kankakee and Streator to Chuchill, Ill., plus the ex-Vandalia line between South Bend and St. Joseph. (RyW, AR)
- Jan. 1902 Syndicate headed by John W. ("Bet-a-Million") Gates and Edwin Hawley begins a bull raid to corner the Louisville & Nashville Railroad as a speculation. (Hoffman)
- Jan. 1902 ___ opens a trolley line between Greensburg and Connellsville, parallel to the PRR; PRR passenger traffic drops 43%. (ATO)
- Jan. 16, 1902 Chicago Union Passenger Depot suffers \$15,000 fire damage. (RRGaz)
- Jan. 17, 1902 Assets of former Summit Branch Coal Company conveyed to Summit Branch Mining Company. (Cards)
- Jan. 17, 1902 Syndicate of R.R. Metheany of the GR&I and Daniel W. Kaufman of Marquette has acquired all the stock of the Manistique & Northwestern Railroad, running 40 miles from Manistique and Shingleton on the Duluth, South Shore & Atlantic Railway; have ordered two 400-foot car ferries from the American Shipbuilding Company; the syndicate is also projecting the Traverse City, Leelanau & Manistique Railroad; seen as a bid by the PRR to

project a line into the iron ranges. (NYT, RyW)

- Jan. 19, 1902 PRR takes over Pennsylvania & North Western Railroad (Bellwood-Punxsutawney) and PRR officials take seats on its Board; includes 42 locomotives and 1,279 cars. (MB, RyW)
- Jan. 21, 1902 A.B. Starr, General Superintendent of Freight Transportation on Lines West, announces that the situation at Pittsburgh is back to normal. (RyW)
- Jan. 22, 1902 Pres. Cassatt makes a public announcement of the appointment of the Board of Engineers for Penn Station project. (NYT)
- Jan. 22, 1902 Daniel H. Burnham writes to Charles F. McKim noting that he has persuaded Pres. A. J. Cassatt to lower the base of Washington Union Station to 20 feet below that of the Capitol, so that the former does not overpower the latter. (Moore)
- Jan. 22, 1902 Heavy rains bring another flood to the Delaware-Lehigh-Schuylkill watershed; flood crests at 20 feet at Manayunk. (NYT)
- Jan. 22, 1902 PCC&StL Railway agrees to purchase the Western Washington Railroad from M. K. Salsbury, et al. (MB)
- Jan. 23, 1902 NYC&HR submits 1899 Wilgus Plan for electrification of New York suburban trains to Board of Railroad Commissioners. (Wilgus)
- Jan. 24, 1902 Barberton, Akron & Eastern Belt Line Railway incorporated in Ohio to build from Barberton to Youngstown via Akron; formed to get a more favorable charter than that of Barberton, Akron & Eastern Railway; C. D. Crouch, Pres. (Church, C&C)
- Jan. 24, 1902 PRR Board elected to Ohio Valley & Junction Railway; lawyers later rule that company is dissolved by the sale of its assets to the Cleveland & Marietta Railway. (MB)
- Jan. 24, 1902 J. Bruce Ismay (1862-1937) and W.S. Graves of the White Star Line, Henry Wilding, British agent of the International Navigation Company and Chairman of the Leyland Line, William J. Pirrie of Harland & Wolff, Belfast shipbuilders, and other officials of the White Star Line arrive in New York on the White Star liner *Celtic*; they deny they have come to arrange a merger or pool with J. Pierpont Morgan or Clement A. Griscom, which in fact is exactly why they have come. (NYT)
- Jan. 25, 1902 *New York Times* reports that A. J. Cassatt will revive Austin Corbin's scheme of developing Montauk Point into a transatlantic port; considering later developments, the rumor is probably spread by opponents of the PRR's New

- York tunnels, who will claim that freight will be hauled through the tunnels to Montauk to the detriment of the Port of New York. (NYT)
- Jan. 25, 1902 Work begins on Wilmington, Del., track elevation. (RRGaz)
- Jan. 25, 1902 David McCargo (1835-1902), former General Superintendent of Allegheny Valley Railroad, dies at Atlantic City, where he had been living as an invalid since a stroke in 1898. (RyW)
- Jan. 26, 1902 Fourth VP Samuel Rea in a press interview notes that certain speculators have acquired lots within the area of the Penn Station project, but that PRR will force sale at condemnation rather than pay exorbitant prices. (NYT)
- Jan. 27, 1902 PCC&StL Railway Executive Committee cancels the authorization for electrifying the Xenia-Springfield Branch. (MB)
- Jan. 29, 1902 State Sen. Nevada N. Stranahan (1861-1928) introduces bill in NY Senate to permit New York City to grant a perpetual franchise for Penn Station and tunnels; city charter limits all franchises to 25 years. (RyW)
- Jan. 29, 1902 PCC&StL Railway purchases capital stock of Western Washington Railroad, running from Houston to Midland Coal Co. mines under agreements of Aug. 23, 1901, and Jan. 22, 1902; operated as part of Chartiers Railway. (AR, Church - is Houston-Westland and Plum Run Jct.-Palanka, Pa.)
- Jan. 29, 1902 "___" Interlocking placed in service at junction of Dewey Cutoff with TH&I west of Terre Haute. (AR)
- Jan. 30, 1902 Joseph Wood elected a director of the PFW&C, replacing Joshua T. Brooks, deceased. (MB)
- Jan. 30, 1902 PCC&StL Railway begins operating the Western Washington Railroad under an agreement dated Dec. 31, 1902. (C&C)
- Jan. 31, 1902 Hudson Tunnel Railway sold at foreclosure to Frederick B. Jennings. (NYState)
- Jan. 31, 1902 Pres. Cassatt appoints Committee on New York Passenger Yard, headed by Joseph T. Richards, to study track layout and capacity. (SRea)
- Jan. 31, 1902 West Jersey & Seashore Railroad Board authorizes construction of the Van Hook Street Cutoff between Division Street and Van Hook Street at Camden to bypass the old Cape May Division main line tracks in 7th Street; A. J. Cassatt elected Pres., replacing William J. Sewell, deceased. (MB)
- Feb. 1, 1902 All PRR commuters in Wilmington, Del., area are now to have photo

identification on season tickets because of past abuses in loaning them to other parties. (RRGaz)

- Feb. 1, 1902 Adamsburg station on Lewistown Division renamed Beaver Springs. (MB)
- Feb. 1, 1902 F.P. Abercrombie named Superintendent of New York Division; Victor Wierman (1855-1936) to Amboy Division, replacing Abercrombie; J.B. Baker, Jr. to Frederick Division, replacing Wierman. (AR)
- Feb. 1, 1902 Logansport & Toledo Railway joins the Lines West VRD under an agreement of Jan. 24, 1902. (MB)
- Feb. 1, 1902 B&O begins operating Pittsburgh & Western Railroad. (B&O Val)
- Feb. 2, 1902 "UF" Tower, controlling north (east) throat of Pittsburgh station placed in service. (CE)
- Feb. 3, 1902 PRR signs agreement with City of New Brunswick for track elevation. (MB)
- Feb. 4, 1902 PCC&StL Railway Executive Committee authorizes lettering all locomotives for "Pennsylvania Lines," with the company initials under the cab roof at the rear end; proceeding with double-tracking from Anoka to west of Onward, Boone to Thornhope and "KY" Tower west of Hebron to LeRoy Hill; yard improvements at Logansport; new freight station at Carson Street, Pittsburgh; purchasing land for Scully Yard. (MB)
- Feb. 4, 1902 J. Bruce Ismay of White Star Line and William J. Pirrie, head of Harland & Wolff, shipbuilders of Belfast, meet with representatives of International Navigation Company and Atlantic Transport Company in J. Pierpont Morgan's office and close an agreement on the formation of a North Atlantic steamship combine under Griscom's New Jersey charter of the International Navigation Company, later renamed the International Mercantile Marine Company; International Navigation Company 8% preferred stockholders are to receive 6% IMM preferred; common stockholders receive one-half shares in IMM common; American Transport Company stockholders receive IMM preferred and common; J.P. Morgan & Co. turns over the Leyland Line at \$11 million cost plus 6% interest; White Star Line purchased for \$12.25 million in IMM common, \$24.5 million in preferred, and \$15.1 million cash; North German Lloyd and Hamburg-Amerika Lines agree to cooperate on rates and routes and share a portion of profits; the two German lines and J.P. Morgan & Co. divide control of the Holland-America Line to prevent it from cutting rates. (Navin, Flayhart)
- Feb. 4, 1902 Future aviation pioneer and PRR consultant Charles Augustus Lindbergh (1902-1974) born at Detroit, the son of Charles August Lindbergh (1860-1924), later a prairie Progressive Congressman, foe of the "Money Trust" and

isolationist, and Evangeline Lodge Land Lindbergh (1876-1954), the daughter of a dentist, inventor and amateur naturalist; the son of an aloof and often absent father and doting mother, Lindbergh grows up a shy loner most at ease in the world of nature or the machinery he encounters in his grandfather's basement workshop; he will be drawn to one or the other, finding them balanced when at the controls of an airplane. (Berg)

- Feb. 5?, 1902 Tunnel engineer Charles M. Jacobs arrives from Britain. (RyW)
- Feb. 7, 1902 Buckhannon & Northern Railroad incorporated in W.Va. to build from Fairmont to Buckhannon. (Church)
- Feb. 1902 Monongahela & Washington Railroad extended from Ellsworth to Ellsworth Shaft No. 4 (3.54 miles). (Val)
- Feb. 10, 1902 Presidents of Adams Express Company, American Express Company and United States Express Company say there is no intent to merge the three companies; after threats by the New York Attorney General, American Express withdraws from the latest price fixing agreement, and eventually, Adams and American Express sell their U.S. Express stock to Edward H. Harriman, who already controls Wells, Fargo & Co. (NYT, PrmsestoPay, Harlow)
- Feb. 10, 1902 U.S. Industrial Commission submits its final report to Congress. (Rept)
- Feb. 11, 1902 New York & Jersey Railroad incorporated in New York as reorganization of Hudson Tunnel Railway to resume work on De Witt C. Haskin's Jersey City-New York tunnel; capitalized at \$6 million; subscriptions obtained through Morgan interests; William G. McAdoo, Pres., Charles M. Jacobs, Chief Engineer; buys old tunnel at foreclosure for \$350,000; shield left in tunnel in 1891 is reactivated; original plan is to complete the north tube only with two narrow gauge trolley tracks and a loop terminal in the block bounded by Christopher, Greenwich, West 10th & Hudson Streets. (NYState, RRGaz, H&M, Jacobs)
- Feb. 11, 1902 Sen. Stranahan introduces revised bill for Penn Station and tunnel franchise. (RyW)
- Feb. 11, 1902 Tourist Bureau guided tour train leaves on 45-day trip to California and Mexico. (RyW)
- Feb. 12, 1902 Lines West Executive Committee authorizes a "Class B" combined station built at Conway, Pa.; double track between Edenburg and Haselton and between Brier Hill and Mosier on the Pittsburgh, Youngstown & Ashtabula Railway; orders all locomotives of Lines West to be lettered "Pennsylvania Lines" with the company name under the cab roof, the locomotives of each

company to constitute a separate number series; Northwest System locomotives receive a 7000 prefix and Southwest System an 8000 prefix. (MB, Keystone)

- Feb. 12, 1902 Future Pres. Alfred H. Smith appointed General Superintendent of the NYC&HR. (AR)
- Feb. 13, 1902 Pennsylvania, New Jersey & New York Railroad incorporated for New Jersey portion of Penn Station project. (Val)
- Feb. 13, 1902 LIRR grants PRR trackage rights from Bay Ridge and Long Island City to East New York, Bushwick, and Flatbush Avenue for freight and passenger trains; they are never exercised and are cancelled in 1916. (MB)
- Feb. 13, 1902 Charles M. Jacobs sends revised plans and estimates for Penn Station to Pres. Cassatt; the old plan did not close 32nd Street and would cost \$4.7 million; new plan closes 32nd Street and would cost \$5.3 million. (AJC 32/24)
- Feb. 13, 1902 PRR signs revised agreement for track elevation at Latrobe. (MB)
- Feb. 13, 1902 St. Louis, Vandalia & Terre Haute Railroad admitted as member of Terminal Railroad Association of St. Louis; PRR System secures trackage rights over Terminal Railroad Association of St. Louis, replacing joint use. (Church)
- Feb. 13, 1902 Bush Terminal Company incorporated in N.Y. to develop terminal warehouses in Brooklyn. (NYCorps)
- Feb. 14, 1902 A settlement is reached after Henry B. Plant's widow succeeds in breaking his will; she receives \$6 million of the \$17.4 million estate, but, as she demands cash, the result is the breaking up of Plant's railroad, hotel and steamboat empire; Mrs. Plant refuses to take Atlantic Coast Line stock at 75. (Reynolds, Turner/Bramson)
- Feb. 14, 1902 United Mine Workers of America invite the anthracite coal operators to a bargaining conference on Mar. 12. (Cornell, McDonald)
- Feb. 15, 1902 LIRR appoints J. T. Stuart Engineer for special projects. (MB)
- Feb. 15, 1902 Lines West Executive Committee declines a request of the Bellaire, Zanesville & Cincinnati Railway to supply cars to move up to 700,000 tons of coal per year; the company owns 25,000 acres of coal land on Captina Creek, but the PRR is not to extend up Wegee Creek; PRR instead offers to make a long term contract for the BZ&C to provide the PRR with locomotive coal. (MB)
- Feb. 15, 1902 In week ending this date, PCC&StL takes 8 solid trains of dressed beef averaging 21 cars each from Chicago to Pittsburgh in 48:00. (RyW)

- Feb. 15, 1902 Lackawanna Steel Company incorporated in N.Y. as a holding company for the Lackawanna Iron & Steel Company of Scranton and its subsidiaries; plans to complete the large integrated steel works on Lake Erie south of Buffalo begun by the Iron & Steel Company to take advantage of Great Lakes ore. (BethStl)
- Feb. 1902 New York & Jersey Railroad resumes work on north tube of the old Haskin tunnel. (H&M)
- Feb. 1902 Pennsylvania Company has purchased rights of Cincinnati Northern Railroad in the abandoned Deer Creek Tunnel and along Gilbert & Court Streets for \$250,000; Cincinnati Northern has been acquired by NYC&HR interests, with Michigan Division to be operated by LS&MS and Cincinnati Division by the Big Four. (RRGaz - GrnBk says CCC&StL gets whole thing - no - Mich Div is separate co)
- Feb. 1902 Louisville Grand Jury indicts PCC&StL for failing to provide "Jim Crow" cars, even though it only operates in Kentucky for two miles. (RRGaz, RyW)
- Feb. 1902 Youngstown Iron Sheet & Tube Company works goes into production on the east end of Youngstown, between Haselton and Struthers. (Seely)
- Feb. 16, 1902 United States Steel Corporation Pres. Charles M. Schwab returns to the U.S., but his effectiveness is compromised and he seems disengaged. (Warren)
- Feb. 17, 1902 Pennsylvania, New Jersey & New York Railroad organized; A. J. Cassatt, Pres.; Samuel Rea, VP. (SRea)
- Feb. 17, 1902 Eddytown renamed Lakewood on the Elmira & Canandaigua Division. (MB)
- Feb. 18, 1902 PRR signs agreement with Bristol, Pa., for track elevation. (MB)
- Feb. 18, 1902 PCC&StL Railway Executive Committee approves a contract with the Norfolk & Western Railway to carry coal and coke shipped north of the Ohio River. (MB)
- Feb. 18, 1902 Reading Pres. George F. Baer replies to United Mine Workers Pres. John Mitchell rejecting an offer to bargain with the union; claims a uniform wage scale is impracticable because of the widely varying geological conditions throughout the Anthracite Fields and rejects the interference of outside groups such as the UMW leadership and the National Civic Federation; says the union has been unable to discipline its members and the only disciplinary tool the operators possess is the ability to fire; under the partial recognition of the union in 1901, output has dropped 10%; as the head of the largest anthracite coal company, Baer is now acknowledged as the spokesman of the operators.

(Cornell)

- Feb. 19, 1902 Plans for Washington Union Station approved. (RyW)
- Feb. 19, 1902 Attorney General Philander Knox announces he has been instructed to sue the Northern Securities Company for violating the Sherman Antitrust Law. (RRGaz)
- Feb. 19, 1902 Lehigh Valley Railroad Board adopts location of Barber Quarry Branch and West End Branch in Allentown, Pa., and orders completion of those parts not yet done. (MB)
- Feb. 20, 1902 News of the pending Northern Securities Company suit causes a flurry of selling on Wall Street. (Morris)
- Feb. 20, 1902 Albert Ballin (1857-1918), who has built the Hamburg-Amerika Line (HAPAG) into the world's largest shipping company, meets with J. Pierpont Morgan in New York and agrees that Morgan's new combine and the two German lines, HAPAG and North German Lloyd, will divide the Atlantic traffic for 10 years and respect each other's territory. (Strouse, Flayhart)
- Feb. 21, 1902 Stranahan Bill for PRR Tunnel franchise stalled in New York Senate. (NYT)
- Feb. 21, 1902 Sleet and snow storm brings down telephone and telegraph wires on Philadelphia and Schuylkill Divisions and other points between New York and Washington; ice jam forms in the Delaware River at Trenton. (AR, TrntnTimes)
- Feb. 21, 1902 Thirteen business leaders and their senatorial allies led by J. Pierpont Morgan and including Chauncey M. Depew, George W. Perkins, A. J. Cassatt, M. A. Hanna and Elihu Root meet in Washington and in the evening accept an invitation to a coolly polite dinner at the White House. (Morris)
- Feb. 21, 1902 Buckhannon & Northern Railroad organized at Fairmont; C. E. Conaway, Pres. (Church, C&C)
- Feb. 22, 1902 J. Pierpont Morgan has a personal meeting with Pres. Roosevelt and Attorney General Philander C. Knox; Morgan suggests that if anything is wrong with the Northern Securities Company charter that it can be settled by their respective lawyers like a business deal; Roosevelt expresses his determination to prosecute Northern Securities. (Morris)
- Feb. 23, 1902 Prince Henry of Prussia (1862-1929), the popular brother of Kaiser Wilhelm II, arrives in New York aboard the royal yacht *Hohenzollern* on a U.S. tour arranged by PRR Tourist Bureau and Advertising Agent Frank N. Barksdale; travels to Washington on special Pullman train consisting of combine, diner,

three compartment cars, a 12-section car, and the observation car *Olympia*; train is under personal supervision of George W. Boyd. (NYT, Snyder, RRGaz, RyW)

- Feb. 24, 1902 Pres. A. J. Cassatt, Clement A. Griscom and J. Pierpont Morgan are among guests at a state dinner to Prince Henry of Prussia given by Pres. Roosevelt at the White House. (NYT)
- Feb. 25, 1902 Prince Henry of Prussia, Pres. Roosevelt and other dignitaries travel by special PRR train from Washington to Jersey City for launching of the Kaiser's yacht *Meteor III* at Shooters Island and gala receptions in New York. (NYT)
- Feb. 25, 1902 Nor'easter and ice damage Queen Anne's Railroad pier at Broadway, Cape May. (CMGS)
- Feb. 25, 1902 Philadelphia & Lancaster Turnpike Road Company, having sold all its property, petitions for dissolution. (Landis)
- Feb. 26, 1902 New York Senate passes Stranahan Bill granting PRR tunnel franchise, 29-11, over opposition to a perpetual franchise and moves to impose high rental fees; provides for revaluation after 25 years; similar Kelsey Bill passes Assembly 86-52. (NYT)
- Feb. 26, 1902 J. Pierpont Morgan hosts a luncheon for Prince Henry of Prussia with over 100 American bankers and industrialists at Sherry's in New York; guests include John D. Rockefeller, William K. Vanderbilt, Thomas Edison, E. H. Harriman, George J. Gould, A. J. Cassatt, E. J. Berwind, George Westinghouse, Adolphus Busch, Charles M. Schwab, and Clement A. Griscom; among the notable absentees is Jacob H. Schiff, who though of German birth is Jewish and presumably disinclined to sup with Hohenzollerns. (NYT)
- Feb. 26, 1902 Stuyvesant Real Estate Company reports purchase of additional 37 parcels at Penn Station for \$1.104,534. (MB)
- Feb. 26, 1902 Ezra B. Westfall (1837-1902), Superintendent of Eastern Division of P&E, dies at Williamsport at 65 after 31 years service. (ATO, AR)
- Feb. 27, 1902 Pres. A. J. Cassatt is among 250 railroad leaders, industrialists and bankers celebrating the 75th anniversary of the Baldwin Locomotive Works at a banquet at the Union League. (Brown)
- Feb. 28, 1902 Heavy warm rains falling on snow pack cause severe flooding in the Delaware, Lehigh, Schuylkill, and to a lesser extent, Susquehanna, watersheds; flood crests at 15 feet at Mauch Chunk and 33 feet at Easton; the Lehigh and Delaware Division Canals are knocked out for the season; at Trenton, falsework for the new PRR Delaware River Bridge is swept away. (Lee, CNJ)

AR, LC&N AR, BucksCoHS:6, Bernhart)

- Early 1902 Masontown & New Salem Railroad completed between H.C. Frick Coke Company's Buffington Coke Works (now Fairbanks) and Moser Run Jct. (6.04 miles); owned by Federal Steel Company; operated by PRR. (Val, Church)
- Mar. 1, 1902 Floods cut PRR's Jersey City-Philadelphia telegraph lines; restored on Mar. 4; Belvidere Delaware Railroad is flooded south of Lambertville. (RRGaz, NYT)
- Mar. 1, 1902 PRR assumes operation of Pennsylvania & North Western Railroad as agent under agreement of Feb. 26, 1902; PRR also replaces P&NW as operator of Millersburg Railroad. (Val, AR)
- Mar. 1, 1902 William A. Pratt promoted from Engineer of Bridges to Assistant to Chief Engineer; Henry R. Leonard (1858-1939) of American Bridge Company named Engineer of Bridges, replacing Pratt. (MB, PR)
- Mar. 1, 1902 Terminal Railroad Association of St. Louis begins operating East St. Louis & Carondelet Railway under agreement of Feb. 13, replacing operation by Pennsylvania Company. (MB, Church, RyW)
- Mar. 1, 1902 Terre Haute & Indianapolis Railroad opens a city freight and ticket office at 7th & Olive Streets in St. Louis. (MB)
- Mar. 1, 1902 Lackawanna Iron & Steel Company assumes the operation of the Cornwall Railroad between Cornwall and North Lebanon. (BethStl)
- Mar. 1, 1902 Joseph Wharton buys the property of the Indiana Coal & Coke Company at Coral in Indiana County, Pa., to supply his iron furnaces. (Stewart)
- Mar. 2, 1902 PRR inaugurates sleeping car line between Chicago and Muncie, Ind., via Chicago, Indiana & Eastern Railway between Converse and Muncie.
- Mar. 2, 1902 Major flood in the Delaware River watershed; crests at 19.6 feet at Trenton. (RyAge/Chi)
- Mar. 3, 1902 NYC&HR directors write to Mayor Seth Low pledging individually to change to electric traction on Park Avenue line as soon as practicable, if the Wainwright Bill, sets a specific timetable for such a change, is withdrawn. (NYT)
- Mar. 3, 1902 Real estate speculator Nathan Wise conveys 12 parcels in Penn Station site to Stuyvesant Real Estate Company for \$140,000. (NYT)
- Mar. 3, 1902 Railroad builder and coal operator Dr. Worthy S. Streator (1816-1902) dies at

- Cleveland. (wiki)
- Mar. 1902 Pres. Cassatt proposes to Hamilton McK. Twombly that they join in purchase of Reading Company; Twombly replies the price is too high. (Wheeler)
- Mar. 5, 1902 Montauk Steamboat Company, Limited, sells steamboat *Montauk* to Algoma Central & Hudson Bay Railway in Canada. (MB)
- Mar. 5, 1902 Henry Fink resigns as Pres. of the Norfolk & Western Railway and made Chairman; Frederick J. Kimball from Chairman to Pres. (AR)
- Mar. 6, 1902 Pennsylvania Company and PCC&StL agree to guarantee bonds of Pocahontas Coal & Coke Company, coal land subsidiary of the Norfolk & Western Railway; in return, Lines West is to carry all coal bound for Great Lakes, most of it to United States Steel Corporation plants; PRR thus carries about one-third of the purchase price of the coal lands in return for exclusive traffic. (Wheeler, Lambie)
- Mar. 8, 1902 Second flood crest on the Delaware River at Trenton reaches 10.5 feet. (RyAge/Chi)
- Mar. 8, 1902 PRR's Chicago-St. Augustine service makes last run of season.
- Mar. 8, 1902 Traverse City, Leelanau & Manistique Railroad organized. (Church)
- Mar. 10, 1902 Westinghouse, Church, Kerr & Co., the contracting arm of the Westinghouse companies, makes proposal to Pres. A. J. Cassatt to do the engineering work for the New York terminal. (AJC 32/43)
- Mar. 10, 1902 Attorney-General Philander C. Knox (1853-1921) files to seek dissolution of the Northern Securities Company, Morgan and Harriman's holding company for the Great Northern, Northern Pacific and Burlington railroads, under the Sherman Antitrust Act; the first antitrust action by Pres. Theodore Roosevelt and the beginning of a government attack on business combinations. (EAH, Morris, Carosso)
- Mar. 10, 1902 Prince Henry of Prussia travels to Philadelphia and back on special PRR train for tour and receptions. (NYT)
- Mar. 10, 1902 VP Samuel Rea interviews Samuel Huckel, Jr.(1858-1917), the Philadelphia architect who remodeled Grand Central Station, for the post of architect for Penn Station. (AJC)
- Mar. 10, 1902 PRR moves offices into first three floors of Pittsburgh Union Station head house; upper floors, including executive suites, still unfinished. (CE)

- Mar. 10, 1902 PRR lets contract for Allegheny, Pa., track elevation. (RRGaz)
- Mar. 10, 1902 Central Pennsylvania & Western Railroad sold at foreclosure of the 1886 Wilkes-Barre & Western Railway mortgage to William J. Turner for the bondholders for \$75,000. (Val, C&C, RRGaz)
- Mar. 11, 1902 J. I. Waterbury recommends Howell & Stokes as architects for Penn Station; they already have a man in Paris examining the Gare d'Orsay. (AJC 32/20)
- Mar. 11, 1902 Weems Steamboat Company of Baltimore City takes delivery of the steamboat *Calvert* from Neafie & Levy; sent at first to fill in on the Patuxent River Line, but later used on the Potomac. (Holly)
- Mar. 12, 1902 VP Samuel Rea recommends Samuel Huckel, Jr., to Pres. A. J. Cassatt as architect for Penn Station; also passes on J. I. Waterbury's recommendation of Howell & Stokes; suggests creating a Board of Architects, adding an architect to the existing Board of Engineers, or holding an architectural competition, none of which is done. (AJC 32/20)
- Mar. 12, 1902 "US" Tower, controlling the "Fort Wayne" throat, and "PH" Tower controlling the "Panhandle" throat of Pittsburgh Union Station, are placed in service. (CE)
- Mar. 13, 1902 Mountain Water Supply Company incorporated in Pa. to supply water to PRR at Connellsville, Youngwood, Greensburg, Pitcairn, South Pittsburgh and Shire Oaks. (MB)
- Mar. 14, 1902 Prospect Park & Coney Island Railroad leased to Brooklyn Heights Railroad under agreement of Mar. 7. (NYState)
- Mar. 14, 1902 St. Louis Belt & Terminal Railway (the "Outer Belt") incorporated in Missouri in interest of Missouri Pacific Railway, Interstate Car Transfer Company and St. Louis & San Francisco Railroad to build from Chain of Rocks to St. Louis Terminal Railway near Page Avenue; 8 of 16.4 miles built by 1905. (Church)
- Mar. 14, 1902 Old Susquehanna & Tide Water Canal along with the old Proprietors of the Susquehanna Canal of 1783 sold at receivers sale to J.H. Harlow, who in turn resells them for hydroelectric development. (Scriven - verify)
- Mar. 15, 1902 Henry Walters signs a preliminary agreement to acquire the Plant System of railroads for the Atlantic Coast Line Railroad; in order to placate the Morgan interests, the Southern Railway is to retain trackage rights between Savannah and Jacksonville so that it can continue its Florida service. (Hoffman)
- Mar. 1902 PRR is to double-track the connection between Pitcairn Yard and the Pittsburgh, Virginia & Charleston Railway; only local Panhandle freight is to go through Union Station. (RyW)

- Mar. 1902 New enlargement of South Side Yard at Logansport begins. (AR)
- Mar. 16, 1902 Daniel H. Burnham brings the revised plans for Washington Union Station to Sen. James McMillan; in the evening he and Pierce Anderson meet with Pres. A. J. Cassatt and discuss the plans over a dinner at the Bellevue-Stratford Hotel. (Moore)
- Mar. 17, 1902 Broad Street Underground Railroad Board votes to dissolve. (MB)
- Mar. 17, 1902 Daniel H. Burnham and partner Pierce Anderson meet with Pres. A. J. Cassatt, Pres. L. F. Loree, William H. Brown and others at Philadelphia to review the revised plans for Washington Union Station; Loree is sarcastic and resists moving the B&O station from its present site to Massachusetts Avenue; Cassatt agrees to all changes that Brown says are practicable from an engineering standpoint; after that, all parties join the daily executive lunch in Cassatt's private dining room; Burnham then consults with Theodore N. Ely, who is Burnham's VP on the American Academy at Rome, on Academy financial business. (Moore)
- Mar. 17, 1902 Plans for new Washington Union Station displayed for the public in the Senate District Committee Room. (RyW)
- Mar. 17, 1902 Unbuilt Millersburg & Brookside Railroad dissolved. (MB)
- Mar. 17, 1902 Lines West Executive Committee authorizes third and fourth tracks through East Liverpool. (MB)
- Mar. 17, 1902 Eastern approach of Tunnel No. 1 on Cleveland & Marietta Railway collapses. (AR)
- Mar. 17, 1902 Senate, under leadership of Mark Hanna, passes the Ocean Mail Subsidy Bill originally designed to benefit Morgan and Griscom's proposed combination by a vote of 42-31, but with last minute amendment that denies a subsidy to any ship built abroad; this would prevent the International Mercantile Marine Company from transferring any ships to U.S. registry; in any case, western votes keep bill bottled up in committee in the House; Morgan has until Apr. 30 to form the underwriting syndicate. (NYT, Navin, Strouse)
- Mar. 18, 1902 PRR organizes the Pennsylvania Steel Equipment Trust with capital of \$110 million. (MB)
- Mar. 18, 1902 Henry Bradley Plant Company, the holding company for the Plant System, votes to liquidate. (Reynolds)
- Mar. 18, 1902 Tri-District convention of the United Mine Workers of America convenes at

Shamokin to deal with the coal operators' refusal to negotiate but merely extend the 1900 wage scale another year; behind-the-scenes meetings between UMW Pres. John Mitchell and the National Civic Federation have failed to pressure J. Pierpont Morgan into forcing the railroad presidents to come to terms. (Cornell)

- Mar. 19, 1902 Hamilton McK. Twombly wires Pres. A. J. Cassatt that he has begun joint purchases of the Reading Company. (Wheeler)
- Mar. 19, 1902 *New York Times* publishes an editorial opposing a perpetual franchise for PRR tunnels. (NYT)
- Mar. 19, 1902 Pennsylvania Company agrees with the Muskingum Valley Coal Company to lease the coal-handling machinery on Dock No. 25 at Cleveland. (MB)
- Mar. 19, 1902 Barberton, Akron & Eastern Belt Line Railway organized. (Church)
- Mar. 19, 1902 International Coal Company of Woodsfield, Ohio, organized as preliminary step to overhauling Bellaire, Zanesville & Cincinnati Railway; is to develop mines and standard-gauge railroad. (RRGaz)
- Mar. 20, 1902 New York City Rapid Transit Commission holds extended meeting; determines to oppose PRR Tunnel bill on the grounds that the Rapid Transit Act gives it and not the Board of Alderman the power to regulate rapid transit and main line railroads within the city; Pres. Cassatt issues a statement that the Board of Aldermen has the power to grant a perpetual franchise, without which the PRR cannot undertake the project; Mayor Seth Low had opposed perpetual franchises in 1899, largely because of abuses by streetcar companies. (NYT)
- Mar. 20, 1902 Maryland Act authorizes the Baltimore & Delaware Bay Railroad to sell its road and franchises to the Delaware Railroad and to abandon its road east of Massey. (MB)
- Mar. 20, 1902 Party from American Railway Engineering & Maintenance of Way Association tours Clearing Yard of Chicago Union Transfer Railway. (RRGaz)
- Mar. 21, 1902 Arguments for and against the PRR Tunnel bill heard by Mayor Low; Rapid Transit Commission holds only it can grant perpetual franchises; August Belmont opposes bill as interfering with rights of his Rapid Transit Subway Construction Company. (NYT)
- Mar. 21, 1902 Lines West Executive Committee changes the name of "Englewood-on-the-Hill" station on the Chicago Terminal Division to "Marlboro." (MB)
- Mar. 22, 1902 Mayor Seth Low meets privately with Alexander E. Orr of the Board of Rapid

Transit Commissioners and corporation counsel; agree that Mayor Low will sign the Kelsey Bill, amending the City Charter in respect to tunnel railroads, and return it to Gov. Benjamin B. Odell (1854-1926), but will also ask for an emergency session to pass a revised bill referring matter to Board of Rapid Transit Commissioners; PRR has assented to plan; Low agrees to sign the Kelsey Bill so the project won't be delayed if the Legislature fails to act before adjourning on Mar. 27. (NYT)

- Mar. 22, 1902 Zanesville Terminal Railway sold at foreclosure at Zanesville to Richard Reid Rogers, representing Pennsylvania Company and Hocking Valley Railway, for \$92,000. (MB, Church, GrnBk)
- Mar. 23, 1902 Pres. A. J. Cassatt and other officials travel to New York to consult on passage of PRR tunnel franchise; travel in 1:20, a new record; train consists of combine and Cassatt's office car No.60; senior New York Division engineer Martin H. Lee (1860-1915) at the throttle; beats record of 1:24 set earlier in year by a Reading special for J. Pierpont Morgan and Pres. George F. Baer. (NYT, RyW, Westing)
- Mar. 24, 1902 New York Mayor Seth Low signs the Kelsey Bill which would obviate PRR tunnels being approved by Board of Rapid Transit Commissioners; bill amends city charter to permit grants of perpetual tunnel franchises to existing railroads, providing rates can be adjusted every 25 years; Pres. A. J. Cassatt returns to the city in a special train with Class D16a No. 850, setting record of 1:17. (NYT, RtinNYC, RRGaz)
- Mar. 24, 1902 Pres. E. F. C. Young of North Jersey Street Railway announces plan to use the New York & Jersey Railroad tube to connect his system with the Metropolitan Traction Company trolley system in New York City. (NYT)
- Mar. 24, 1902 Tri-District convention of the United Mine Workers at Shamokin concludes with demands for an 8-hour day at no decrease in wages for non-contract men and a 20% increase for contract men. (Cornell)
- Mar. 25, 1902 New York Senate passes Stranahan Rapid Transit Bill, amending the Rapid Transit Act and referring question of PRR tunnels to Board of Rapid Transit Commissioners instead of Board of Estimate and permitting granting of a perpetual franchise. (NYT)
- Mar. 25, 1902 River Front Railroad Board authorizes changing its tracks in Delaware Avenue between Shackamaxon & Laurel Streets. (MB)
- Mar. 25, 1902 George F. Baker of the First National Bank of the City of New York elected a director of the American Telephone & Telegraph Company (AT&T), a post he will retain until his death in 1931 and for which the bank will long remain a depository and financial agent. (Logan)

- Mar. 26, 1902 New York House passes Stranahan Bill by 96-39 vote. (NYT)
- Mar. 26, 1902 Editorial in William Randolph Hearst's *New York Journal* denounces Penn Station franchise as a "giveaway". (AJC 32/33)
- Mar. 26, 1902 J. Pierpont Morgan gives a deposition for the U.S. Circuit Court in the Northern Securities Case in New York. (Strouse)
- Mar. 27, 1902 District of Columbia Commissioners report to Senate Committee with details of new Union Station proposal and removal of PRR station from the Mall. (Moore)
- Mar. 27, 1902 Through the mediation of the National Civic Federation, Pres. George F. Baer of the Reading, William H. Truesdale of the DL&W, Eben B Thomas of the Erie Railroad and Robert M. Olyphant of the Delaware & Hudson have their first face-to-face meeting with United Mine Workers Pres John Mitchell and a union delegation; the presidents' position calls for an open shop, no restrictions on the production of individual contract men, and wages and grievances handled at the colliery level; Truesdale and Olyphant are the most implacable; Baer and Thomas less vituperative but just as determined; the union agrees to postpone a strike for 30 days. (NYT, Cornell)
- Mar. 27, 1902 J. Pierpont Morgan meets with architect Charles Follen McKim and commissions a private library to house his collections of rare books, artwork, and manuscripts to be located next to his rather traditional town house on East 36th Street in New York; McKim will design an Italian Renaissance temple of the finest materials; the East Room will house the library proper, while the West Room will serve Morgan as a study and conference room. (Strouse)
- Mar. 30, 1902 New Rockville Bridge opens; 4-track, 48-span stone arch bridge; eastbound *Atlantic Express* is first train to cross at 9:00 AM. (AR, Cupper)
- Mar. 31, 1902 Great Lakes Coal Company incorporated in Pa.; acquires 24,000 acres of coal land in Armstrong and Butler Counties and opens mines at Kaylor. (Church)
- Mar. 31, 1902 Pennsylvania Company sells entire capital stock of East St. Louis & Carondelet Railway to the Terminal Railroad Association of St. Louis; operation by the Terre Haute & Indianapolis Railroad ceases. (Church)
- Apr. 1, 1902 Pres. A. J. Cassatt writes to Pres. Theodore Roosevelt that unlike some other railroad managers, he wants to strengthen the ICC; Cassatt prefers a reasonable regulation now rather than have a more injurious one forced on the industry in a subsequent depression; Cassatt's stance is part of his program to end rebates. (Hoogenboom, Wiebe)

- Apr. 1, 1902 New PRR organization: Philadelphia Terminal Division extended west to 52nd Street (MB, verify - what else?)
- Apr. 1, 1902 Schuylkill & Juniata Railroad merged into PRR under agreement of Nov. 27, 1901; Trenton Cut-Off Railroad merged into PRR under agreement of June 12, 1901. (Val, MB, AR)
- Apr. 1, 1902 PRR leases the Arcade Building across Market Street from Broad Street Station from the Arcade Real Estate Company for 25 years to secure more office space. (MB - see also 1901?)
- Apr. 1, 1902 Cecil A. Preston (1852-1922) named Superintendent of Eastern Division, P&E, & Susquehanna Division, N.C., replacing Ezra B. Westfall, deceased; Henry P. Lincoln (1858-) to Superintendent of Elmira & Canandaigua Divisions, replacing Preston. (MB, AR)
- Apr. 1, 1902 Indianapolis & Vincennes Railroad Board authorizes the extension of the Summit Branch of the Greene County Coal Branch. (MB)
- Apr. 1, 1902 Steubenville & Toronto Railway incorporated in Ohio in the interest of the Wheeling & Lake Erie Railroad to build between Steubenville and Empire, Ohio; it acquires right of way but without means to build the railroad. (Church)
- Apr. 1, 1902 Manistique, Marquette & Northern Railroad incorporated in Mich. to acquire former Manistique & Northwestern Railway; owned by GR&I. (Cards)
- Apr. 2, 1902 Western Allegheny Railroad incorporated in Pa. to build coal line between Allegheny River and New Castle; controlled by Great Lakes Coal Company, predecessor of North Penn Coal Company. (ICC, Church)
- Apr. 2, 1902 Rhode Island Company incorporated in R.I.; street railway company controlled by the New Haven. (Moodys)
- Apr. 2, 1902 J. Pierpont Morgan sails on his annual trip to Europe on the White Star liner *Oceanic*, having just commissioned Charles F. McKim to build a private library and museum adjoining his town house on 36th Street between Park and Madison to house his incomparable collection of rare books, manuscripts and art objects. (NYT, Strouse, Moore)
- Apr. 3, 1902 James McMillan reports to Senate Committee of District of Columbia regarding bill for Union Station; notes Pres. Cassatt has agreed to removal of station from Mall for symbolic reasons; PRR is to be paid \$1.5 million for its land and tracks in the Mall, which is to be applied to new project; projected cost is \$7.2 million for PRR and \$5.9 million to B&O; increase over 1901 plan of \$3.6 million for PRR and \$284,000 for B&O; PRR control of B&O eliminates any opposition. (Moore)

- Apr. 3, 1902 J. O. Crockett appointed Superintendent of Terre Haute & Peoria Railroad, replacing William C. Downing (1865-) to Main Line Division of TH&I. (AR)
- Apr. 3, 1902 Western Allegheny Railroad organized; James H. Beal, Pres. (C&C)
- Apr. 1902 VP John P. Green sends a letter to the Baltimore City Council reminding them that the 1886 traffic contract with the West Virginia Central & Pittsburgh Railway is still in force and requires that 50% of its coal be turned over to the PRR for shipment east. (RyW)
- Apr. 1902 Western Congressmen, who have always balked at subsidies for shipping through the Port of New York, amend the subsidy bill to prohibit aid to foreign-built ships, thus potentially disqualifying most of the ships that J. Pierpont Morgan has been acquiring. (Strouse - verify NYT)
- Apr. 4, 1902 George Westinghouse travels with Pres. A. J. Cassatt from Philadelphia to New York, discussing New York terminal project. (AJC 32/43)
- Apr. 4, 1902 GR&I agrees to operate Traverse City, Leelanau & Manistique Railroad. (Church)
- Apr. 4, 1902 Atlantic Coast Line Company announces it has purchased control of the 2,235-mile "Plant System" (Savannah, Florida & Western Railway) under agreement of Apr. 1 with Mrs. Margaret J. Plant, which meets her demand for cash and greatly strengthens the ACL's position on the Gulf Coast of Florida. (Hoffman)
- Apr. 5, 1902 August Belmont, Chairman of the Louisville & Nashville Railroad, places 50,000 shares held in the company's treasury on the open market to raise money for improvements, unaware of John W. Gates's ongoing campaign to buy control of the L&N; Belmont & Co. must then try to buy enough shares to escape Gates's corner, launching a bidding war. (Hoffman)
- Apr. 7, 1902 PRR begins tests of the Westinghouse Air Brake Company's high-speed brake on the southbound tangent track just east of Absecon on the West Jersey & Seashore Railroad; tests are run between 20 MPH and 86.5 MPH; maximum train size is 6 coaches and a Pullman parlor car; tests show the superiority of the high-speed brake over the quick-action brake, with a 20-30% reduction in braking distance. (RyW, WABCO)
- Apr. 7, 1902 PW&B Board authorizes installation of electric interlocking signals in Baltimore Tunnels; construction of "PJ" interlocking ("RAGAN") at the southern end of the Shellpot Branch south of Wilmington; a new freight yard between Thurlow and Trainer and track elevation at Eddystone on the Maryland Division; Fairville station renamed Mendenhall. (MB)

- Apr. 7, 1902 Zanesville Terminal Railroad incorporated as reorganization of Zanesville Terminal Railway. (Church, GrnBk)
- Apr. 7, 1902 Benjamin McKeen (1864-1947) appointed Superintendent of Chicago Terminal Division, replacing Clifford Stanley Sims (1868-1935), transferred to General Superintendent of the B&O at New York; Sims serves with the B&O through 1905 and later with the Erie and Delaware & Hudson. (AR, WwasW)
- Apr. 7, 1902 Pennsylvania Company Executive Committee authorizes second track between Steubenville and Toronto and between Wellsville and East Liverpool on the Cleveland & Pittsburgh Division; storage yards west of Riverside Furnace at Steubenville, at Costonia, Ohio, and at Alikanna, Ohio, on the C&P; authorizes a new combination station at Indiana Harbor; authorizes a loan of \$60,000 to H. Mueller & Co. to rebuild the grain elevator at 55th Street, Chicago; authorizes negotiations of the Chicago Junction Railway's request for the use of the Cummings Branch providing it will grant trackage rights between Calumet Park and Wolf Lake and between State Line Crossing and Whiting. (MB)
- Apr. 7, 1902 PCC&StL Railway Executive Committee authorizes a new freight station at Grant Street, Pittsburgh; extending 3rd track between Collier and Bridge 34 on the Pittsburgh Division. (MB)
- Apr. 8, 1902 PRR Engineer of Branch Lines Joseph U. Crawford (1842-1924) named Chief Engineer of New York Connecting Railroad; New Haven officials elected to New York Connecting Board; John M. Hall elected Pres. (CE)
- Apr. 8, 1902 Naamans-Clayton cutoff opens eliminating a sharp reverse curve on the Maryland Division just below the Delaware state line. (WEJ)
- Apr. 8, 1902 Zanesville Terminal Railroad organized; Richard Reid Rogers, Pres. (C&C)
- Apr. 8, 1902 New York & Jersey City Terminal Railroad incorporated in N.Y. as successor to the Underground Railroad Company of New York City to build from the Hudson River at Battery Place via Church Street, Park Row, Centre Street, Lafayette Street and 4th Avenue to a connection with the NYC&HR at 57th Street; no work done under this charter. (NYState)
- Apr. 8, 1902 N.Y. Railroad Commission grants a certificate of convenience and necessity to the New York & Port Chester Railroad over the opposition of the New Haven and the New York City & Westchester Railroad, which it would parallel. (NYState)
- Apr. 8, 1902 Washington & Annapolis Electric Railway renamed Washington, Baltimore & Annapolis Electric Railway. (Poors)

- Apr. 9, 1902 Westinghouse, Church, Kerr & Co. submits revised proposal to act as engineers for New York Terminal project. (AJC 32/43)
- Apr. 9, 1902 Lewes & Queenstown RPO extended to Lewes & Baltimore RPO. (Kay)
- Apr. 9, 1902 Philadelphia passes city ordinance for a subway under Market Street with an elevated structure west of the Schuylkill River to 69th Street. (SEPTA)
- Apr. 1902 PRR orders demolition of Mount Holly power house and ends the experiment of electric trolley operation between Burlington and Mount Holly. (NYT)
- Apr. 10, 1902 Chesapeake & Ohio Railway Board authorizes the purchase of 1,200 shares of the Old Dominion Steamship Company for \$150,000. (AR)
- Apr. 11, 1902 Mayor Seth Low transmits revised tunnel bill (the Stranahan Bill) to Gov. Odell with recommendation he sign it instead of the Kelsey Bill. (NYT)
- Apr. 11, 1902 PRR appoints George Gibbs (1861-1940) a member of the Board of Engineers for the Penn Station project as Chief Engineer of Electric Traction and Station Construction. (AJC 32/47)
- Apr. 11, 1902 LIRR appoints George Gibbs Electrical Engineer to develop electric traction plans; authorizes applying for grade crossing elimination on Manhattan Beach Branch; Board discusses providing trolley service between Mineola and Far Rockaway over New York Bay Extension Railroad and extending the Wading River Branch to Riverhead and abandoning the line between Eastport and Manor; authorizes Pres. Baldwin to take up matter of abolishing grade crossings on the Manhattan Beach & Bay Ridge Divisions with the city authorities. (MB)
- Apr. 11, 1902 LIRR Executive Committee authorizes extension of new Holban freight yard east of Rockaway Jct. (MB)
- Apr. 11, 1902 Gates-Hawley Syndicate secures a corner in Louisville & Nashville Railroad, after a three-day buying spree pushes the price up to 122½.; rumors circulate that Gates has control and that the L&N is to be combined with the Southern Railway or the PRR. (NYT, Dozier)
- Apr. 13, 1902 Meat-packers dissolve the so-called "Veeder Pool" in anticipation of federal antitrust action. (FoodInvestigation)
- Apr. 14, 1902 Queen Anne's Railroad opens between Queenstown and Love Point, Md., shortening steamboat connection to Baltimore and avoiding the narrow harbor at Queenstown, which is also subject to icing. (MB, C&C, Burgess, BaltAm)
- Apr. 14, 1902 Centreville Branch of the Queen Anne's Railroad opens between Queenstown

and Centreville. (C&C - in another place has as 4/4??!!)

- Apr. 14, 1902 Gates-Hawley Syndicate corner operation drives price of Louisville & Nashville Railroad shares to 133; syndicate ends up with 51% at the expense of August Belmont & Co., who originally controlled it; Gates and Hawley end up with control of a railroad they don't really want as a result of their corner operation; Gates and Hawley meet with J. Pierpont Morgan in his office; Morgan is negotiating for their holdings. (Hoffman, NYT)
- Apr. 15, 1902 LIRR acquires stock of River & Harbor Transportation Company. (MB)
- Apr. 15, 1902 Work begins on new westbound "gravity" (hump) classification yard at Bells Mills (East Altoona). (Snyder)
- Apr. 15, 1902 New York Connecting Railroad appoints Samuel Rea VP; creates Construction Committee consisting of Rea and Fayette S. Curtis of New Haven. (MB)
- Apr. 15, 1902 N.Y. Gov. Odell signs Stranahan Bill placing the question of PRR tunnel franchise under the Rapid Transit Commission. (NYT)
- Apr. 15, 1902 Gates-Hawley Syndicate announces it has control of Louisville & Nashville Railroad and has deposited 204,000 shares with J.P. Morgan & Co. as arbitrators; Morgan contracts to buy 206,000 shares from Harris, Gates & Co. and 100,000 shares from Hawley & Davis, taking one-third immediately at 130; Morgan is to find a new buyer for the entire amount at 150 within 6 months. (NYT, Dozier, Splawn, Hoffman)
- Apr. 15, 1902 Daniel Willard elected Third VP of Erie Railroad. (AR)
- Apr. 1902 LIRR assumes operation of parlor cars on its lines from Long Island Parlor Car Coach Company. (MB)
- Apr. 1902 Michigan Supreme Court upholds 2½-cent per mile maximum fare imposed on GR&I. (RRGaz)
- Apr. 1902 Altoona Shops has sent a half-size model of a valve gear to the West Philadelphia PRR YMCA for educational classes. (RyW)
- Apr. 1902 Illinois Appellate Court reverses the order of the lower court appointing Henry C. Begole receiver of the St. Louis, Vandalia & Terre Haute Railroad but allows Begole to collect the rents due from the lessees. (AR)
- Apr. 16, 1902 Assistant General Passenger Agent George W. Boyd meets with *New York Journal* editor Carvalho who says he and William Randolph Hearst are friendly to the PRR and will not press attacks; Boyd reports that Carvalho hates Mayor Seth Low and will print anything that prevents his reelection.

(AJC 32/33)

- Apr. 16, 1902 Tunnel No. 1 reopens on Cleveland & Marietta Railway. (AR)
- Apr. 17, 1902 Second plan for Penn Station dated Apr. 7 presented to General Manager W. W. Atterbury; features a track layout very similar to that as built; building is zoned into four sections running transversely between 31st & 33rd Streets: 1) pedestrian and vehicular ramps descending one level from 7th Avenue around the perimeter of the building around a large light well open to the tracks, 2) an enclosed block containing the waiting rooms, 3) a train shed largely open to the tracks with a boarding concourse at the level of the waiting rooms, 4) a narrow baggage room along 8th Avenue; 2-4) survive in greatly modified form; 1) is replaced by the Arcade on the line of 32nd Street with smaller skylit wells on either side. (AJC 32/24)
- Apr. 17, 1902 Committee on New York Terminal recommends purchase of additional land west of 9th Avenue to create turn-around yards for LIRR electric MU trains. (AJC 32/24)
- Apr. 17, 1902 Pres. George Warfield reports favorably to the Board of the Chester River Steamboat Company of Baltimore on a proposition of Philadelphia parties to purchase the company for \$260,000. (MB)
- Apr. 17, 1902 J. Pierpont Morgan cables his partners in New York approving forming the shipping combine syndicate now before the House vote on the subsidy; as it turns out, the subsidy bill dies in the House, and the release of shipping from the Boer War and a bad American corn harvest combine to halve transatlantic shipping profits in 1902. (Strouse)
- Apr. 18, 1902 Northport Traction Company opens between East Northport and Northport Harbor on Long Island (2.69 miles). (AR, Seyfried)
- Apr. 18, 1902 After much recalculation caused by the defeat of the U.S. shipping subsidy bill, J. Pierpont Morgan, in London, announces the formation of an underwriting syndicate for the International Mercantile Marine Company; British lines are to remain under the British flag with British crews. (Navin)
- Apr. 19, 1902 Former Reading Pres. Archibald Angus McLeod (1846-1902) dies in New York from complications of an appendectomy. (RRGaz)
- Apr. 19, 1902 J.S. Morgan & Co. leaks news of the impending shipping combine; British leaders are shocked to learn that the Leyland Line, White Star Line and Harland & Wolff are passing under American control. (Strouse)
- Apr. 21, 1902 Pennsylvania, New York & Long Island Railroad incorporated for New York portion of Penn Station project, N.J. state line to Long Island City. (Val)

- Apr. 21, 1902 PRR Road Committee agrees with J. Hampton Barnes for the purchase of the New York Connecting Railroad. (MB)
- Apr. 21, 1902 Lines West Executive Committee authorizes a new freight house at 11th Street near Penn Avenue in Pittsburgh; a coal branch up Glenn's Run between Bridgeport and Portland, Ohio, on the Cleveland & Pittsburgh Division. (MB)
- Apr. 22, 1902 Pennsylvania, New York & Long Island Railroad organized; A. J. Cassatt, Pres.; Samuel Rea VP; Board approves map and profile of line. (SRea, CorpHist)
- Apr. 22, 1902 PRR Board approves Pres. A. J. Cassatt's nomination of McKim, Mead & White as architects of Penn Station; approves proposal of Westinghouse, Church, Kerr & Co. to act as engineers; Cassatt telegrams Charles F. McKim (1847-1909), who is in Washington examining the site of Union Station with Daniel H. Burnham, to come meet him in Philadelphia; before reading the text of the telegram, McKim supposes that Cassatt only wants "a new stoop for his house." (AJC, Moore)
- Apr. 23, 1902 Pres. A. J. Cassatt reports to the Board on the Penn Station project; charters have been procured and a Board of Engineers organized and architects chosen; have secured 70% of land for Penn Station at cost of \$6 million; Board authorizes \$10 million subscription to Pennsylvania, New York & Long Island Railroad. (MB)
- Apr. 23, 1902 PRR Board authorizes alteration of West Philadelphia Yard east of Spring Garden Street, double tracking South Fork Railroad from Summit to Lovett; double-tracking Wellsville-East Liverpool and Steubenville-Toronto on Cleveland & Pittsburgh; adopts location of Brilliant Branch; grants lot to PRR Branch of YMCA of Tyrone; grants Merchants Warehouse Company lease on former depot at 31st & Chestnut to replace hay warehouse at 32nd & Market, which must be removed for new station. (MB)
- Apr. 24, 1902 In the morning, Pres. A. J. Cassatt meets Charles F. McKim of McKim, Mead & White at Broad Street Station; after the interview, Cassatt accepts McKim's bid of \$50 million with 5% commission for architectural work above waiting room level at Penn Station; Westinghouse, Church, Kerr & Co. will have the contract for the electrical power plant and all the mechanical systems in the building, requiring coordination with the architects; Cassatt wants a hotel above the station; McKim, who hates the new skyscrapers, talks him out of it, resulting in a Classical monument that has little revenue-producing space to offset the costs; McKim lunches with his friend Purchasing Agent Daniel S. Newhall, to whom he is related through his mother; Newhall tells him that the PRR has chosen a New York firm as a matter of policy to placate local opinion. (AJC 32/14, Moore, Ballou)

- Apr. 24, 1902 PRR presents grade crossing elimination plan to Camden City Council which passes an ordinance for track elevation on Bridge Street. (RRGaz, Boyer)
- Apr. 24, 1902 Baltimore & Delaware Bay Railroad, as assignee of Robert W. de Forest holds \$100,000 in bonds of the Smyrna & Delaware Bay Railroad upon which no interest has ever been paid, now votes to have this mortgage foreclosed. (MB)
- Apr. 24, 1902 American Railway Association adopts per diem charge of 20 cents per car, effective July 1. (ARA)
- Apr. 24, 1902 N.J. act authorizes the City of Asbury Park to buy the beachfront, boardwalk and related facilities from founder James A. Bradley, ending 14 years of growing discontent with Bradley's conservative policies. (NYT)
- Apr. 25, 1902 Board of Engineers informed of selection of McKim, Mead & White as architects; William Rutherford Mead (1846-1928), the business manager of the firm, is invited to attend meetings of the Board of Engineers. (AJC 32/47)
- Apr. 25, 1902 Secretary of War approves revised plan of "Lower Bridge" of Toledo Railway & Terminal Company at Toledo. (Church)
- Apr. 25, 1902 Chicago, Rock Island & Pacific Railway purchases the Wiggins Ferry Company for \$5 million. (Wallace)
- Apr. 26, 1902 Lines West Executive Committee approves the purchase of the Wiggins Ferry Company by the Terminal Railroad Association of St. Louis. (MB)
- Apr. 26, 1902 Second conference between the heads of the anthracite railroads and the United Mine Workers finds the operators more conciliatory but just as determined; a subcommittee of Baer, Thomas and Truesdale and three union leaders continues to meet and makes some progress towards a compromise, but not quickly enough. (Cornell)
- Apr. 28, 1902 Committee on New York Passenger Terminal Yard presents report to Pres. Cassatt establishing preliminary track and platform layout and maximum capacity; calls for two track tunnel under North River and four tracks under East River. (SRea)
- Apr. 28, 1902 Lines West Executive Committee authorizes a further appropriation to complete the second track between Bourbon and Grovertown; authorizes a westbound receiving yard at Kinsman Street, Cleveland. (MB)
- Apr. 1902 PRR announces it will build six new station buildings on former Baltimore & Delaware Bay Railroad between Massey's and Chestertown, Md. (WEJ)
- Apr. 29, 1902 Charles F. McKim writes to Pres. A. J. Cassatt confirming his acceptance of

the contract for the design of Penn Station. (AJC)

- Apr. 29, 1902 VP Samuel Rea meets Charles F. McKim, who shows preliminary studies for Penn Station; features include the tripartite vaults in the Concourse, which carries over from Davies's plan to the final design, and rental space on all street fronts to a depth of 55 feet and an 18-story hotel centered over the axis of the General Waiting Room, which do not; 7th Avenue is to be widened to form a plaza in front of the station. (AJC, Ballou, MM&W)
- Apr. 30, 1902 Henry Clay Frick hosts dinner for A. J. Cassatt and PRR directors at his home, "Clayton," during a tour of proposed Pittsburgh area improvements; dinner serves as a forum for many Pittsburgh industrialists and shippers to discuss congestion and delays; shippers blame delays on the shortage of locomotives and yard space; PRR is rebuilding all lines around city at once. (RyW, NYT)
- Apr. 30, 1902 Charles F. McKim writes to Daniel H. Burnham accepting his congratulations on landing the Penn Station commission, saying it was totally unexpected, and that he supposed it would have gone to Burnham except for the politics of having a New York firm. (NYHS/Jonnes)
- Apr. 30, 1902 Terminal Railroad Association of St. Louis sells East St. Louis Electric Street Railway. (Church)
- Spring 1902 LIRR relays Jamaica-Valley Stream on the Montauk Division with 100-lb. rail. (RyW)
- Spring 1902 NYP&N Railroad oils its roadbed between Delmar and Cape Charles to keep down dust. (Supt AR)
- Spring 1902 Terre Haute & Logansport Railway completes improvements at South Bend, including station, yard and engine terminal. (AR)
- Spring 1902 U.S. begins antitrust proceedings against the packing houses constituting the alleged "beef trust." (CHTaylor - verify NYT)
- May 1, 1902 At public hearing of New York Rapid Transit Commission, letter from Pres. Cassatt read in which he proposes to confer with Commission regarding PRR's terminal plans; Commission appoints a committee of Controller Edward M. Grout, Alexander E. Orr, and Charles Stewart Smith to review plans before they are submitted to the Commission. (NYT)
- May 1, 1902 William B. McCaleb (1862-1947) named Superintendent of Middle Division, replacing Wilson Brown, assigned to special duties; Lawrence W. Allibone (1857-), Superintendent of the Cambria & Clearfield Division, named Superintendent of Sunbury, Shamokin and Lewistown Divisions, replacing McCaleb; S.C. Long to Superintendent of River and Low Grade Divisions,

- replacing Charles B. Price, resigned; George B. Beale to Superintendent of Bedford Division, replacing Long. (AR)
- May 1, 1902 Pennsylvania Company executes a 5-year lease of its ore docks at Erie, Ashtabula and Cleveland to M.A. Hanna & Co. (MB)
- May 1, 1902 John C. Wilson (1832-1906) retires as Real Estate Agent at age 70 after 39 years service; replaced by Benjamin W. Carskaddon (1858-1913). (MB)
- May 1, 1902 Chicago Lumbering Company conveys property of former Manistique & Northwestern Railway, running from Manistique to Shingleton with a car ferry, to the Manistique, Marquette & Northern Railroad, controlled by the GR&I. (MB)
- May 1, 1902 R.R. Metheaney resigns as Secretary & Auditor of GR&I to be General Manager of the Manistique, Marquette & Northern Railroad. (RyW)
- May 1, 1902 Wabash Railroad and Missouri Pacific Railway advise the Pennsylvania Company that the stock of the Wiggins Ferry Company is to be held by the Mississippi Valley Trust Company, not the Terminal Railroad Association of St. Louis. (MB)
- May 1, 1902 Philadelphia Rapid Transit Company incorporated in Pa. as the top company to control the entire Philadelphia streetcar and subway/elevated system; PRT and the Widener-Elkins group acquire the subway and elevated companies from John Mack for \$1.5 million and 55,000 PRT shares, allowing construction of the Market Street Subway-Elevated to proceed; the Widener-Elkins group also agrees to lease the Union Traction Company, bringing all city rail transit under one organization. (TuckerColl, Cheape, SEPTA)
- May 2, 1902 ATO considers the question of disease spread from railroad passenger car hopper toilets, particularly where water drains into reservoirs. (ATO)
- May 3, 1902 John W. Gates announces that he has obtained control (9/15 interest) of the Chicago, Indianapolis & Louisville (Monon) Railway by purchases from Samuel Thomas and on the open market. (NYT)
- May 3, 1902 Southern Railway Pres. Samuel Spencer meets with Atlantic Coast Line Railroad Pres. Henry Walters proposing that they join to acquire John W. Gates's stock in the Louisville & Nashville Railroad. (Hoffman)
- May 4, 1902 Toledo, Peoria & Western Railway establishes Sunday service between Peoria and Keokuk.
- May 5, 1902 Samuel Rea elected Pres. of the American Contract & Trust Company. (MB)

- May 6, 1902 Interborough Rapid Transit Company (IRT) formed by August Belmont, William H. Baldwin, Jr., Charles T. Barney, John B. McDonald, Walter G. Oakman, Cornelius Vanderbilt, George W. Wickersham, et al., to serve as operating company for the New York City subway. (NYState)
- May 6, 1902 Wolf Creek Branch of Western New York & Pennsylvania Railway opens from Leesburg to mines and quarries of Sharon Steel Company near Heath, for freight service only. (Church, Cole)
- May 6, 1902 Akron & Barberton Belt Railroad incorporated in Ohio under articles dated May 3 as merger of Barberton Belt Line Railroad, Barberton, Akron & Eastern Belt Line Railway and Cleveland, Barberton & Western Railroad; under a agreement between the Cleveland, Akron & Columbus Railrwa, the B&O, the Erie Railroad and the Northern Ohio Railroad with Ohio C. Barber, the four railroads purchase the line for \$1 million less the cost of completing the unfinished portions. (Church, C&C)
- May 6, 1902 Moore-Reid Syndicate has the Chicago, Rock Island & Pacific Railway buy the Choctaw, Oklahoma & Gulf Railroad from its Philadelphia owners; the CO&G runs from Memphis to Elk City, Okla., and is successor to the Memphis & Little Rock Railroad, once an adjunct of Tom Scott's plans for the Southern Transcontinental line. (Hayes)
- May 7, 1902 New York & North Shore Railway trolley line between Flushing and Jamaica, Flushing and Whitestone, Whitestone and College Point and Whitestone and Bay City sold at foreclosure to E. Clarence Miller of Philadelphia, who conveys it to the Queens Railway; company retains title to the portion between the Brooklyn city line and Queens and between Jamaica and Far Rockaway, the former Long Island Electric Railway. (NYState, Seyfried)
- May 7, 1902 Baltimore Mayor Hayes signs ordinance directing sale of city's controlling interest in Western Maryland Railroad to E.F. Fuller Syndicate for \$8.75 million after long opposition mounted by PRR and B&O; both Reading and PRR had offered to buy Western Maryland; sale pushed through by reform Mayor Thomas G. Hayes. (WM, NYT)
- May 7, 1902 Lehigh Valley Railroad buys the Righter Coal Company, operators of the Mount Carmel Colliery. (AR)
- May 8, 1902 *St. Louis Express* (?), consisting of Class E2 No. 1968, combine, coach and 3 sleeping cars, runs Harrisburg to Morrisville via Trenton Cut-off at sustained speed of over 60 MPH. (RRGaz, CCHS)
- May 8, 1902 PW&B Board authorizes operating Columbia & Port Deposit Railway as agent. (MB)
- May 8, 1902 National Civic Federation proposes arbitration of the anthracite coal dispute by

a Catholic Archbishop, an Episcopal Bishop and a third party to be chosen by them, based upon an examination of actual conditions in the coal fields; the railroad presidents refuse, Baer doing so in a famous letter that begins, "Anthracite mining is a business, and not a religious, sentimental or academic proposition." (Cornell)

- May 10, 1902 PRR agrees with City of Camden to elevate Amboy Division west of Cooper Creek. (MB)
- May 10, 1902 West Jersey & Seashore Railroad agrees with the City of Camden to build the Van Hook Street Cutoff in order to take trains off the old West Jersey Railroad main line in 7th Street; the Cutoff runs around the built-up portion of Camden to connect with the old Camden & Atlantic Railroad main line, creating a grade-separated route to the Camden Terminal. (MB)
- May 10, 1902 Greene County Railroad incorporated in Pa. to build between Washington and Waynesburg. (MB)
- May 10, 1902 Justice Dept. files for an injunction against the meat-packers for violating the Sherman Antitrust Act; a preliminary injunction is granted on May 21. (FoodInvestigation)
- May 11, 1902 Henry W. Maxwell (1850-1902) of the banking house of Maxwell & Graves and director of the NY&LB dies at Oyster Bay, N.Y. (NYT, MB)
- May 12, 1902 Cleveland, Akron & Columbus Railway Board grants Superintendent Henry W. Byers (1846-1903) 6 months leave because of serious illness. (MB)
- May 12, 1902 Lines West Executive Committee changes name of "Batavia Jct." on the Cincinnati Division to "Clare"; authorizes construction of an interlocking plant at the crossing of the PCC&StL Railway and the Grand Rapids & Indiana Railway at Ridgeville, Ind. (MB)
- May 12, 1902 After a compromise brokered by Sen. Marcus A. Hanna fails, United Mine Workers of America begins an anthracite coal strike for 20% wage increase, 8-hour day and union recognition; the temporary suspension of May 12 is made permanent by a Tri-District convention meeting at Hazleton on May 14-16; the strike is pushed by Northern Field District 1 against the advice of Pres. John Mitchell and other leaders and supporters; strike extends through summer, raising fear of a coal famine and severely impacting coal-hauling railroads; market for Pocahontas coal grows as an emergency substitute for anthracite; anthracite is selling at \$30 a ton when available in New York by Oct.; strike brings the PRR a large increase in bituminous coal traffic. (Cornell, McDonald, Trager, ATO)
- May 12, 1902 Explosion and fire from leaking oil car kills 23 near Pittsburgh on PRR.

(Shaw)

- May 13, 1902 Queen Anne's Railroad Board appoints an Executive Committee because of increasing business. (MB)
- May 13, 1902 Steel steamboat *Queen Caroline* launched at Baltimore Shipbuilding & Dry Dock Company for Lewes-Cape May service for Queen Anne's Railroad; has capacity of 1,000. (CMGS)
- May 13, 1902 Atlantic Coast Line Railroad absorbs the "Plant System" (Savannah, Florida & Western Railway), running between Charleston and Tampa, under agreement of Apr. 10, after H. B. Plant's widow has his will overturned in her favor to allow her to sell rather than hold the property in trust for Plant's great-grandson; merger is effective July 1; because of difficulties with the bondholders, the Sanford & St. Petersburg Railway and Florida Southern Railroad are not merged until Apr. 1903. (Turner/Bramson)
- May 14, 1902 PRR Board confirms the return of its installments of \$5,837 each from the Broad Street Underground Railroad and Market Street Underground Railroad Companies after their dissolution; PRR has subscribed 1,200 shares each. (MB)
- May 14, 1902 West Jersey & Seashore Railroad agrees to use the tracks of the United New Jersey Railroad & Canal Company between Haddon Avenue and the new Camden Terminal and acquires a one-half interest in the line. (MB, AR)
- May 14, 1902 PRR Board approves construction of Monongahela Railroad from Redstone Jct. to Adah Run (21 miles). (MB)
- May 14, 1902 PRR Board approves 6-months notice to Western Union Telegraph Company to remove all poles and wires from PRR lines by Dec. 1, 1902; PRR terminates its contract with the Western Union Telegraph Company, controlled by George J. Gould who is trying to build a transcontinental railroad in PRR territory; Gould appeals to the courts; the move comes almost immediately after Gould's move on the Western Maryland Railroad and seeking an eastern outlet for the Wabash. (MB, NYT)
- May 14, 1902 Greene County Railroad incorporated in Pa. in interest of Greene County Railroad Syndicate to build from Waynesburg to Washington; later located to run from Waynesburg to connection with Buckhannon & Northern Railroad at W.Va. state line, from Waynesburg to Uniontown, and from Washington to connection with Wabash Pittsburgh Terminal Railway near Bishop, Pa. (Church)
- May 14, 1902 Ohio C. Barber sells Akron & Barberton Belt Railroad upon consolidation to Cleveland, Akron & Columbus Railway, B&O, Erie Railroad, and Northern

- Ohio Railroad for \$1 million; purchasers agree to operate Akron & Barberton Belt Railroad as a joint terminal facility. (Church)
- May 14, 1902 Falls City Belt Line Railway Company incorporated in Kentucky to build between 29th Street & Broadway and 17th Street & Broadway. (Church)
- May 14, 1902 Atlantic Coast Line Railroad and Southern Railway announce that they have jointly acquired control of the Chicago, Indianapolis & Louisville (Monon) Railway, which will provide both with access to Chicago. (NYT, Hoffman)
- May 15, 1902 U.S. Senate passes the McMillan bill approving the removal of the PRR station from the Mall and the revised plan for Washington Union Station. (Moore)
- May 15, 1902 H.W. Thornton named Superintendent of Cleveland, Akron & Columbus Railway, replacing H.W. Byers, resigned for health; Robert C. Bannard named Superintendent of Marietta Division, replacing Thornton. (AR, MB)
- May 15, 1902 Mineola, Hempstead & Freeport Traction Company trolley line opens on Main & Greenwich Streets between the LIRR at Hempstead Crossing and Scott's Dock in Freeport. (Seyfried)
- May 15, 1902 Reading opens Reading Belt Line on the west side of the Schuylkill River to enable through freight to avoid the congestion of running through town and past the shop complex. (AR)
- May 1902 PRR begins work on track elevation at Camden; includes the construction of a new station at Broadway to replace the station at Haddon Avenue and elevating the West Jersey & Seashore Railroad from Haddon Avenue to Harleigh. (Boyer, AR)
- May 1902 PRR freight station opens on 2nd Street between Benson & Berkley Streets, Camden. (Boyer)
- May 1902 Charles M. Schwab, Pres. of United States Steel Corporation agrees to buy \$500,000 in bonds of the proposed United States Shipbuilding Company, a combination being organized by naval designer Lewis Nixon (1861-1940), who has established the small Crescent Shipyard at Elizabethport, N.J., and small-time financier Daniel L. Dresser; they want a big name associated with them to help float the company. (BethStl, Warren)
- May 1902 Judge Grosscup issues an injunction against the combination of meatpackers constituting the alleged "beef trust." (CHTaylor)
- May 16, 1902 Mineola, Hempstead & Freeport Traction Company opens street railway between Mineola and Freeport. (NYState)

- May 17, 1902 PRR makes public its ultimatum to Western Union Telegraph Company. (NYT)
- May 17, 1902 New Haven's *Air Line Limited* makes its last run; ends all through New York-Boston service over the Air Line via Willimantic. (Barrett)
- May 18, 1902 Fast freight D 44, the Boston berry train consisting of 10 cars and locomotive No. 181, runs Delmar-Wilmington in 1:55. (WEJ)
- May 18, 1902 Reading/CNJ begin every-hour-on-the-hour service between New York and Philadelphia with 13 round trips; Reading doubles its share of New York-Philadelphia passenger traffic; Reading/CNJ also inaugurate *Queen of the Valley*, first through New York-Harrisburg train on the Allentown Route since the 1870s. (RyW)
- May 18, 1902 New Haven inaugurates *Knickerbocker Limited* as an all-parlor car train between New York and Boston, leaving each city at 1:00 PM. (RRH)
- May 19, 1902 PCC&StL Railway Executive Committee authorizes terminating the contract with the Western Union Telegraph Company. (MB)
- May 20, 1902 City agrees with PRR/River Front Railroad, Philadelphia Belt Line Railroad, and Reading for there to be no more than three tracks in center of Delaware Avenue between Callowhill & Dock Streets when Delaware Avenue is widened. (Rdg)
- May 21, 1902 George J. Gould's Wabash Railroad announces it has acquired the Ann Arbor Railroad. (RyW, RRGaz)
- May 21, 1902 Philadelphia & Western Railroad incorporated in Pa. to build from Cobbs Creek & Arch Street, Philadelphia to Parkesburg, ostensibly as a suburban line; financial backers are J.L. Blackwell & Co., Baltimore bankers; Pres. is W. T. Van Brunt, Pres of the St. Joseph & Grand Island Railroad and an associate of E. H. Harriman; it is supposed that it might be extended to a connection with the Western Maryland to give George J. Gould access to Philadelphia. (PaCorps, DeGraw)
- May 22, 1902 New York & North Shore Railway reorganized as the Queens Railway. (Seyfried)
- May 23, 1902 Baltimore, Chesapeake & Atlantic Railway steamboat *Maryland* launched at the Harlan & Hollingsworth yard at Wilmington, Del., for Pocomoke River service. (BethStl, Burgess)
- May 24, 1902 New PRR station at Market Street, Williamsport, Pa., opens. (AR)

- May 24, 1902 Pocono Inn Company, controlled by Philadelphia Quakers, holds a public sale of lots for cottages at its site on Pocono Summit. (poconomanor.com)
- May 25, 1902 Double-track truss bridge over Raritan River at New Brunswick shifted 15 feet to make room for building north half of new four-track stone arch. (RRGaz)
- May 25, 1902 Sleeping car line established between Philadelphia and Welch, W. Va., via Harrisburg and Roanoke. (PassDept)
- May 25, 1902 Sleeping car line established between Detroit and Louisville via Logansport, La Otto, Kalamazoo and the Michigan Central Railroad to Detroit. (tt, Guide)
- May 26, 1902 PRR Road Committee authorizes installing automatic block signals between Paoli and Downingtown; changes name of "Waynesburg Jct." to "Suplee." (MB)
- May 27, 1902 Pres. A. J. Cassatt and VP Samuel Rea hold third meeting with committee of New York Rapid Transit Commission and its engineer, William Barclay Parsons, primarily to discuss compensation to the city; Commission Pres. Alexander E. Orr rules that another meeting will be necessary before the committee submits its report to the full Commission. (NYT)
- May 27, 1902 Interborough Rapid Transit Company (IRT) reported to have acquired the New York & Queens County Railway streetcar system, including franchise of Inter-Island Construction Company (or New York & Long Island Railroad) for a trolley subway from Long Island City to 42nd Street. (NYT - see 2/02)
- May 27, 1902 PW&B agrees to permanently employ all employees of the Baltimore & Delaware Bay Railroad. (MB)
- May 27, 1902 City of Baltimore sells Western Maryland Railroad for \$8.75 million to Fuller Syndicate (Gould interests) headed by John W. Gates and including Lee, Higginson & Co., John D. Rockefeller, Jr., and Cornelius Vanderbilt III; at this time, the WM runs only as far west as Cherry Run, where it joins the B&O. (Wheeler)
- May 27, 1902 PRR Lines West signs agreement with the companies of George J. Gould's Wabash Pittsburgh Terminal line allowing them to cross PRR lines in 10 places. (RyW)
- May 27, 1902 Lines West Executive Committee approves plans for a yard east of 3rd Street at Steubenville; authorizes terminating its agreements with the Western Union Telegraph Company. (MB)
- May 28, 1902 N.Y. Court of Appeals overturns the 1901 Supreme Court ruling in favor of

the Brooklyn & Rockaway Beach Railroad in its suit against the New York, Brooklyn & Manhattan Beach Railway to annul the lease of Jan. 29, 1877, by which the NYB&MB has obtained the use of its line between East New York and Cooper Avenue; rules that the B&RB had forfeited its rights by failing to build the line in time and had no legal power to make the lease. (NYT, NYState)

- May 28, 1902 PRR Board approves construction of new yard at East Pittsburgh; extension of automatic block signals from Paoli to Downingtown; enlargement of Harrisburg station offices; abandoning Straight Creek Branch of Johnsonburg Railroad (4.5 miles) built 1894-95 to lumber tract of Henry, Bayard & Co. (MB)
- May 28, 1902 Paul John Sorg (1840-1902), promoter of Middletown & Cincinnati Railroad, dies at Middletown. (CongBio)
- May 29, 1902 ATO adopts a coat of summer weight for conductors and trainmen, replacing the previous standard heavy coats. (ATO)
- May 29, 1902 Granite Improvement Company acquires controlling stock interest in Terhune Coal & Mining Company. (Church)
- May 29, 1902 New York banker George G. Haven (1837-1908) elected VP of the PFW&C Railway. (MB)
- May 29, 1902 Mineola, Hempstead & Freeport Traction Company the LIRR at Hempstead Crossing and Old County Road in Mineola. (Seyfried)
- May 29, 1902 Ardmore & Llanerch Street Railway opens between Llanerch on the Philadelphia & West Chester Traction Company and Sheldon Avenue & Cricket Lane in Ardmore with through service from 63rd Street; provides the first competition for the PRR in this center of the eastern Main Line; cheap trolley fares combined with the opening of the Autocar Company factory lead to the creation of a working class district in Ardmore south of Lancaster Avenue. (DeGrawColl, LMHS)
- May 31, 1902 Armour & Co., Swift & Co. and Morris & Co. sign an agreement for merger in an attempt to avoid the antitrust injunction against pooling; Armour has recently absorbed G.H. Hammond & Co.; the first stage of the merger is to be financed by an \$8 million loan from the First National Bank of the City of New York. (FoodInvestigation)
- June 1, 1902 Northern Central Railway begins operating York, Hanover & Frederick Railroad (Columbia-York-Frederick) under agency agreement of May 8, 1902 and PRR track on Columbia Bridge under agreement of May 28, 1902; Frederick Division abolished; Columbia-Perryville ceded to Maryland

Division of PW&B and Columbia-Frederick to Baltimore Division of NC; PW&B assumes operation of Columbia & Port Deposit Railway from PRR under agreement of May 8, 1902. (Val, MB, AR)

- June 1, 1902 Joseph B. Baker, Jr., formerly Superintendent of Frederick Division, named Superintendent of Cambria & Clearfield Division, replacing L.W. Allibone, promoted; Henry Edwin Tripler (1850-) appointed Assistant Real Estate Agent of Lines East. (AR, PRRBio)
- June 1, 1902 Waynesburg Jct. station on Philadelphia Division renamed Suplee. (MB)
- June 1, 1902 LIRR grants ferry employees an 8% wage increase. (MB)
- June 1, 1902 Queen Anne's Railroad leases steamers *Endeavor*, *Queen Anne* and *Queen Caroline* from the Queen Anne's Ferry & Equipment Company, incorporated in W.Va.; railroad also guarantees \$275,000 in bonds and \$82,000 of preferred stock of the equipment company. (MB)
- June 1, 1902 Pennsylvania Company buys the Middletown & Cincinnati Railroad in the interest of the Cincinnati, Lebanon & Northern Railway. (AR)
- June 1, 1902 Norfolk & Western Railway assumes the operation of the Hillsboro Railroad, Sardinia to Hillsboro, Ohio. (AR)
- June 1, 1902 Lackawanna Steel Company acquires all the physical property of the Lackawanna Iron & Steel Company in New York State; the Iron & Steel Company retains all property in Pennsylvania; the Scranton plant is dismantled this year. (BethStl)
- June 2, 1902 PRR applies to New York Supreme Court to dissolve the Pennsylvania-New York Extension Railroad Company and the Long Island Extension Railroad Company. (NYT)
- June 2, 1902 Pennsylvania Company, PCC&StL, and Vandalia lines notify Western Union Telegraph Company that they will terminate their agreements effective June 2, 1903. (Church)
- June 2, 1902 Scootac Mountain Railroad contracts construction from the junction of the north and south forks of Tangascootack Creek down the south fork past the Rock Cabin Mines to the mines of the Burns Fire Brick Company (6 miles). (RRGaz)
- June 2, 1902 Pennsylvania Company buys and vests in the Granite Improvement Company 77.4% of the stock of the Terhune Coal & Mining Company and 60% of the stock of the Central Coal & Mining Company, both operating near Dugger, Ind.; the remaining shares are owned by the Vandalia Coal Company. (MB)

- June 2, 1902 PCC&StL Railway Executive Committee authorizes a new yard at Houston, Pa., on the Chartiers Railway. (MB)
- June 2, 1902 Detroit Southern Railroad buys the property of the Iron Railway. (ICC)
- June 2, 1902 United Mine Workers of America orders the pumpmen, engineers and other maintenance workers at the anthracite mines to join the strike after the operators fail to grant them an 8-hour day; most of the firemen join, but the extent of participation by the others is disputed; some mines are flooded, but most are kept drained by a combination of non-strikers and strikebreakers. (Cornell)
- June 2, 1902 Tanker *J.M. Guffey* is the first ship delivered from the South Camden shipyard of the New York Shipbuilding Corporation, now the most modern shipbuilding facility on the Delaware River. (NYShip)
- June 3, 1902 PRR and Reading agree to split the cost of maintaining paving on Delaware Avenue between Vine & South Streets 50-50. (Rdg)
- June 3, 1902 Chambersburg & Gettysburg Electric Railway incorporated in Pa. to build Chambersburg to Waynesboro with branches to Quincy, Mt. Alto and Green Townships. (MB)
- June 3, 1902 Middletown & Cincinnati Railroad deeds property, Middletown Jct. to Middletown, to Cincinnati, Lebanon & Northern Railway for \$400,000. (Church)
- June 3, 1902 Conway, Pa., incorporated as a borough. (Bausman)
- June 4, 1902 "W" Interlocking placed in service at Summerhill on Pittsburgh Division.
- June 4, 1902 Baltimore & Potomac Railroad authorizes electric interlocking signals at each end of Baltimore Tunnel. (MB)
- June 4, 1902 Baltimore & Delaware Bay Railroad Board authorizes abandonment of its road east of Massey. (MB)
- June 4, 1902 New York Board of Trade & Transportation calls on Pres. Roosevelt to appoint a commission to settle the anthracite coal strike. (Cornell)
- June 5, 1902 Final conference held between PRR and committee of New York Rapid Transit Commission; city is to receive \$100 a year for privilege of tunneling the Hudson River out to the state line; PRR is to pay 50 cents per linear foot annually for the first 10 years and \$1.00 per foot for the remaining 15 years of a 25-year franchise, or about \$1.4 million over 25 years. (NYT)

- June 5, 1902 Queens Railway merged into the New York & Queens County Railway. (Seyfried)
- June 7, 1902 Westinghouse Foundry Company throws the new Trafford City near Stewart station on the PRR open for settlement as overflow housing for employees of the Westinghouse companies. (RRGaz)
- June 8, 1902 Pres. Roosevelt directs Commissioner of Labor Carroll D. Wright to investigate the causes and conditions of the anthracite coal strike; Wright meets with John Mitchell in New York next day and with an operators committee on June 10. (Cornell)
- June 9, 1902 St. Louis & San Francisco Railroad admitted to the Terminal Railroad Association of St. Louis. (C&C)
- June 10, 1902 George Gibbs submits proposal for coordinating work with McKim, Mead & White; Westinghouse, Church, Kerr & Co. to do all mechanical, electrical and structural work for Penn Station. (AJC 32/43)
- June 10, 1902 Fire destroys North Philadelphia grain elevator; replaced in 1903. (AR)
- June 10, 1902 Mackinac Transportation Company ferry *St. Ignace* capsizes and sinks in its Mackinaw City slip after being loaded with cars on one side only; passenger steamboat *Algoma* used as a substitute. (RRGaz)
- June 11, 1902 Committee appointed by General Manager John B. Hutchinson to prepare track plan for Penn Station makes report to Board of Engineers. (AJC 32/47)
- June 11, 1902 PRR Board orders establishment of cab service at new West Philadelphia Station when opened and expansion of Broad Street Station cab fleet; authorizes survey from Fleming Summit to Possum Glory on Cambria & Clearfield Railroad. (MB)
- June 11, 1902 Final conference between Pres. A. J. Cassatt and New York Rapid Transit Commission; set price for franchise at \$2.65 million or about \$1 million over PRR's first estimate. (RyW)
- June 11, 1902 Buffalo Storage & Carting Company incorporated in New York; later operates PRR truck lines in New York State and pick-up and delivery service in the Buffalo area. (MB, C&C)
- June 11, 1902 J. Pierpont Morgan dines with King Edward VII in London and agrees that no British ships in his new combine will be transferred out of British registry. (Strouse)

- June 11, 1902 Charles M. Schwab meets with Lewis Nixon and Daniel L. Dresser of the proposed United States Shipbuilding Company combination; he suggests that they include the Bethlehem Steel Company in order to have their own source of steel plate; Schwab then recovers it from J.P. Morgan & Co. and agrees to sell it to the Shipbuilding Company for \$20 million in stock and \$10 million in bonds, for a property previously worth about \$8 million. (Dewing, Warren)
- June 12, 1902 Comptroller Edward M. Grout announces that terms of PRR's tunnel franchise have been settled and will be voted on by the Rapid Transit Commission on June 16. (NYT)
- June 12, 1902 Responding to a request, Pres. A. J. Cassatt sends E. H. Harriman copies of the plan and profile of the New York tunnel line, cross sections of the tunnels, and a track plan of Penn Station; notes the main floor is to be 20 feet below the street, reached by an inclined driveway from 7th Avenue and stairways from the side streets; the tracks will be 20 feet below that, reached by escalators from the main floor. (AJC 32/76)
- June 12, 1902 Smyrna & Delaware Bay Railroad seized by sheriff of Kent County, Del. (RRGaz)
- June 13, 1902 Northern Central Railway Road Committee authorizes the enlargement of Baltimore Union Station. (MB)
- June 13, 1902 Rivers & Harbors appropriation includes \$25,000 for widening and deepening the channel at Cape Charles. (wiki, Supt AR)
- June 13, 1902 Mellon National Bank incorporated under the National Bank Act; absorbs the private banking business of Thomas Mellon & Sons, as well as the Pittsburgh National Bank of Commerce, the City Deposit Bank and the Citizens National Bank; Andrew W. Mellon and Richard B. Mellon exchange their Mellon National Bank shares for shares in their Union Trust Company, which thus controls the Mellon National Bank and is in turn controlled by the Mellons and Henry Clay Frick. (Moody's, Cannadine)
- June 14, 1902 Pennsylvania Company reactivates the Granite Improvement Company, desiring that it hold in trust the stocks of coal companies and coal land in Greene County, Ind., to be acquired with money furnished by the Pennsylvania Company. (MB)
- June 15, 1902 NYC&HR inaugurates *Twentieth Century Limited*, Nos. 25-26, as an all-first class train between New York and Chicago on 20:00 schedule; first time this running time has been achieved since the *Exposition Flyer* of 1893; five-car consist of smoker-buffet-library cars *Decius* and *Cyrus*, two 12-1 sleeping cars *Petruchio*, *Philario*, *Gonzalo* and *Benvolio*, diner and compartment-observation cars *Alroy* and *Sappho*; first trip has only 27 passengers; steel entrepreneur John W. "Bet a Million" Gates (1855-1911), riding first

westbound trip, proclaims, "This train almost makes Chicago a suburb of New York." (NYT, Dubin, RRH)

- June 15, 1902 PRR inaugurates *Pennsylvania Special*, Nos. 28-29, between Jersey City and Chicago on 20:00 schedule to match NYC&HR's *Twentieth Century Limited* inaugurated the same day; advertised as "the Fastest Long Distance Train in the World"; first consist is combine-smoker *Utopia* with bath and barber, 12-section-1 drawing room-1 compartment sleeping car *Tyrone*, 7 compartment-2 drawing room sleeping car *Chili*, and a PRR dining car carried New York-Pittsburgh and Alliance-Chicago; runs through Mantua Jct. stopping only at Germantown Jct. in Philadelphia; during first few weeks reverses direction and changes locomotive at Powelton Avenue until northwest leg of Mantua Jct. wye is rebuilt; other stops are Harrisburg, Altoona, Pittsburgh, Fort Wayne and Englewood; carries Cincinnati sleeper running on Nos. 7-28 west of Pittsburgh; Nos. 28 and 29 pass just west of Allegheny; No. 29 runs without incident, but No. 28 delayed by having to push a stalled freight into a siding west of Alliance and running behind another freight between there and Alliance. (NYT, PubLdgr, RRGaz, Dubin - RRH implies PRR was only 4 cars to make time over mountains)
- June 15, 1902 Passenger accommodations withdrawn from No. 11 *Fast Mail* between Columbus and St. Louis; consist reduced to about 3 mail cars and speeded up to run through in 23:30, fastest time to St. Louis yet. (tt, RRGaz)
- June 1902 Preliminary engineering work for Penn Station project begins. (Val)
- June 1902 PRR files plans for a station under 33rd Street between 5th & Lexington Avenues. (RyW)
- June 1902 PRR has built or is building the following interlocking towers at its Philadelphia terminal: 21st Street tower moved west to the Schuylkill River; new tower built at 31st Street on the line between Broad Street Station and the PW&B, another at the east end of the 32nd Street Tunnel; and the east end of the Mantua Wye, at the west end of the Mantua Wye for the New York-Pittsburgh Subway, at 52nd Street and 59th Street; automatic block signals installed Paoli-Downingtown, South Street-Wilmington, and Frankford-Camden. (RRGaz)
- June 1902 Mineola, Hempstead & Freeport Traction Company begins construction of a line between Queens and Hempstead. (NYState)
- June 1902 William Riley McKeen, Jr. (1869-1946) of Terre Haute & Indianapolis Railroad appointed Superintendent of Motive Power & Machinery of Union Pacific Railroad, where he will develop the famous McKeen railcar. (RRGaz)
- June 1902 ___ opens a trolley line between Uniontown and Fairchance parallel to the PRR.

(ATO)

- June 1902 The Sun Company refinery at Marcus Hook, Pa., goes into production; it draws many local complaints and lawsuits for polluting a once-popular resort area. (Giebelhaus)
- June 1902 War Dept. orders the demolition of the Hygeia Hotel at Old Point Comfort, Va. (NYT, phoebus.info)
- June 16, 1902 New York Rapid Transit Commission approves report of committee on PRR tunnel franchise; Mayor Low reserves the right to change his mind when passing on it as Mayor; grant covers an optional tunnel under 31st Street, one under 32nd Street and one under 33rd Street east of 7th Avenue; terminal is to be between 31st & 33rd Streets and 7th & 9th Avenues with a secondary station at 33rd Street & 4th Avenue, which is never built; 32nd Street is to be vacated between 7th & 10th Avenues and real estate paid for by PRR; franchise is perpetual with fees to be renegotiated every 25 years; \$200 annually for river rights; 50 cents a foot per year for first 10 years and \$1.00 for next 15 years; total payments over 25 years to be \$2.48 million, and more if 31st Street tunnel built. (NYT)
- June 16, 1902 New Haven, Boston & Maine and Maine Central Railroad inaugurate *Bar Harbor Express* between New York (Grand Central) and Mt. Desert Ferry via Springfield, Worcester and Portland; new steamboat placed on Mt. Desert Ferry. (RRGaz, Kratville)
- June 16, 1902 Fuller Syndicate completes purchase of majority of Western Maryland Railroad by buying shares from Washington County, Md. (RRGaz)
- June 17, 1902 United States Shipbuilding Company is finally incorporated in N.J. as a holding company with a capital of \$36 million for the purpose of combining the Bethlehem Steel Company, a manufacturer of armor plate, and several important shipyards, including the Bath Iron Works, Ltd., the Harlan & Hollingsworth Company of Wilmington, Del., the Crescent Shipyards and Samuel L. Moore & Co. of Elizabethport, N.J., and the Union Iron Works of San Francisco; however, larger shipyards such as Cramp and Newport News Shipbuilding & Dry Dock Company fail to join, resulting in a weak, overcapitalized company; Charles M. Schwab controls \$30 million of the total capitalization of \$71 million and wins the concession of a guaranteed \$900,000 annual dividend to the Bethlehem Steel Company; the company has been floated on an ongoing upsurge in U.S. steel shipbuilding, which in fact levels off. (Moody's, BethStl, Warren)
- June 19, 1902 Albert Hewson (1835-1902), Secretary of Branch Lines, dies. (RRGaz)
- June 19, 1902 Electrical engineer Bion J. Arnold presents a paper on the NYC&HR

electrification between Grand Central Station and Mott Haven to AIEE meeting on June 19, 1902. (AIEETrans)

- June 19, 1902 Franklin & Clearfield Railroad incorporated in Pa. (GrnBk)
- June 20, 1902 Commissioner of Labor Carroll D. Wright submits his report on the anthracite coal strike to Pres. Roosevelt; Wright recommends that the anthracite mine workers be organized in a new union separate from the United Mine Workers for the bituminous miners; the operators to grant a 9-hour day as a 6-month experiment to measure its effects on production; joint committees to deal with grievances, and no interference with non-union men. (Cornell)
- June 20, 1902 Ohio act creates the Group Plan Commission to develop a plan for a grand civic center for Cleveland, grouping together the main city, state and federal buildings around a Court of Honor inspired by that at the World's Columbian Exposition; original members include architects Daniel H. Burnham of Chicago and John M. Carrère of New York. (Avery)
- June 22, 1902 Summer-only sleeping car line established between Pittsburgh and Mackinaw City. (PassDept)
- June 22, 1902 New summer sleeping car line established over PRR, GR&I and Michigan Central between Indianapolis and Detroit via Logansport, La Otto and Kalamazoo; cars are carried on regular trains but advertised as *Detroit Express*.
- June 23, 1902 Lines West Executive Committee authorizes the purchase of 67 acres of land for a yard at Rose Lake, Ill. (MB)
- June 24, 1902 PW&B Board authorizes construction of new shops and roundhouse north of Wilmington. (MB)
- June 24, 1902 Several engineers and pump men return to Susquehanna Coal Company collieries near Nanticoke. (RyW)
- June 25, 1902 LIRR begins seasonal East End service, including the *Hampton Express*, *Shelter Island Express*, *Hamptons Friday Special* (all parlor car), and *Shelter Island Friday Special*. (NYT)
- June 25, 1902 PRR Board names the new station under construction "West Philadelphia." (MB)
- June 25, 1902 PRR Board authorizes four-track system between Cove Forge and Duncannon; new inbound and outbound freight stations on Centre Street Branch, Newark; double-tracking Everson-Connellsville and New Haven-Watt on Monongahela Division; writes off 150 shares of Philadelphia, Bala & Bryn Mawr Turnpike

- Company (Montgomery Avenue). (MB)
- June 25, 1902 Westinghouse, Church, Kerr & Co. submits revised proposal for Penn Station work. (AJC 32/43)
- June 25, 1902 PRR signs 15-year contract with Postal Telegraph-Cable Company effective July 1. (MB)
- June 25, 1902 PRR Board reports that the Long Island Extension Railroad has been dissolved and the PRR's subscription to 1,000 shares returned. (MB)
- June 25, 1902 Baltimore & Delaware Bay Railroad authorizes removing the rails from its line east of Massey. (MB)
- June 26, 1902 Certificate of Board of Rapid Transit Commissioners covering Penn Station franchises filed with New York Secretary of State. (NYT)
- June 26, 1902 Future VP Charles Duncanson Young joins PRR permanently after graduating from Cornell. (MB)
- June 26, 1902 Richmond-Washington Company Board appoints a committee to confer with the Richmond, Fredericksburg & Potomac Railroad and Washington Southern Railway for double-tracking and improving the line between Richmond and the Potomac River. (MB)
- June 26, 1902 American Steel Foundries incorporated in N.J.; acquires six companies, including the American Steel Casting Company with plants at Chester, Sharon and Norristown, Pa., and Alliance, Ohio. (Moody's)
- June 27, 1902 City of Baltimore's Western Maryland Railroad stock formally transferred to the Fuller Syndicate. (RyW)
- June 30, 1902 Pennsylvania Company Executive Committee authorizes water purifying plants at Middlepoint and Washington on the Western Division because of the danger to boiler flues posed by "hard" water.; authorizes settling claims with the City of Chicago for the 1894 riot damage at 50 cents on the dollar, or about \$30,000. (MB)
- June 30, 1902 PCC&StL Railway Executive Committee authorizes negotiations with the City of Chicago to settle all claims from the 1894 riots; the total comes to about \$400,000, but the city is in bad shape with a large debt, and the railroad may not be able to collect; therefore offer to settle at 50 cents on the dollar. (MB)
- July 1, 1902 PRR's makes a new telegraph contract with Postal Telegraph-Cable Company; PRR wires are removed from Western Union poles and placed on new PRR poles; requires entirely new telegraph lines on some branches. (NYT)

- July 1, 1902 First through passenger trains begin running between Philadelphia and Long Branch via Toms River and Delair Bridge. (or eff. 6/28/02!)
- July 1, 1902 LIRR begins operating Long Island Railroad Company, North Shore, Northport Jct. to Wading River, under operating agreement; is to be extended to Brookhaven between Wading River and Manor, which is not carried out. (Val, MB)
- July 1, 1902 LIRR appoints J. Stanley Brown Assistant to Pres. (MB)
- July 1, 1902 PRR Secretary given responsibility for minutes and board papers of subsidiary companies. (MB)
- July 1, 1902 Baltimore & Delaware Bay abandons track between Massey and the Delaware state line; Smyrna & Delaware Bay Railroad abandoned over entire length, Maryland state line to Bombay Hook. (MB, Val, C&C)
- July 1, 1902 PRR begins operating Masontown & New Salem Railroad between Moser Run Jct. and Buffington (Fairbanks), Pa., under agreement of Oct. 27, 1899. (Val - prob. date began operation, tho finished earlier in year)
- July 1, 1902 Beech Creek Extension Railroad extended from Karthaus to Clearfield, Pa.; with trackage rights over Philadelphia & Erie between Browns and Keating Jct. provides Beech Creek with a low grade line to Clearfield, replacing its undulating main line. (NYC AR, RRH)
- July 1, 1902 Pennsylvania Company leases space in the Chicago Union Passenger Station to the Post Office Dept. for 5 years from Mar. 1. (MB)
- July 1, 1902 In the greatest public relations gaffe since William H. Vanderbilt's "Public be damned," Reading Pres. George F. Baer responds to a writer from Wilkes-Barre urging him to end the strike on Christian grounds with a letter containing a now oft-repeated quote, "The rights and interests of the laboring man will be protected and cared for – not by the labor agitators, but by the Christian men to whom God in His infinite wisdom has given the control of the property interest of the country, and upon the successful Management of which so much depends"; the letter is made public by the United Mine Workers on Aug. 20, and Baer is pilloried as "Divine Right" Baer; the operators lose most of their public support. (NYT, Cornell)
- July 1, 1902 Atlantic Coast Line Railroad takes possession of Savannah, Florida & Western Railway (Plant System) embracing 2,235 miles of road serving Georgia and the west coast of Florida. (RRGaz, ICC, Splawn, Hoffman)
- July 1, 1902 Plant Improvement Company conveys the property of the Florida Midland

Railway to the Atlantic Coast Line Railroad. (ICC)

- July 1, 1902 Southern Railway obtains trackage rights for 50 years over the Atlantic Coast Line Railroad between Jesup and Savannah and Jacksonville for its Florida service, replacing joint service with former Plant System; its price for assenting to the ACL-Plant merger; the Southern is allowed to interchange with all lines running south from Jacksonville, giving it a through connection with the Florida East Coast Railway for the first time. (AR, Guide, Hoffman)
- July 1, 1902 American Railway Association adopts a per diem system instead of a mileage system covering payments for off-line cars go into effect; payment is 20 cents per car per day; increase the return of both PRR and foreign cars to their respective lines; on the other hand, the New Haven is largely a terminal road with an average haul of 84 miles and many shippers use cars for storage; a Connecticut law allows shippers 4 free days to unload; the New Haven's bill rises from \$780,000 in 1902 to \$1,237,000 in 1903. (RyW, ARA, Baehr)
- July 1, 1902 Elizabethtown, Lexington & Big Sandy Railroad, Ohio & Big Sandy Railroad and Ohio River & Charleston Railway (Chesapeake & Ohio Railway lines in Kentucky) merged to form Lexington & Big Sandy Railway. (AR)
- July 1, 1902 Philadelphia Rapid Transit Company leases the Union Traction Company of Philadelphia for 999 years. (SEPTA)
- July 1, 1902 Henry P. Davison (1867-1922) of the Liberty National Bank is elected VP of the First National Bank of the City of New York. (Logan)
- July 2, 1902 PRR signs revised Newark track elevation agreement substituting brick or stone arches for steel elevated. (MB)
- July 2, 1902 *Pennsylvania Special* is 2:15 late; first time fails to make schedule; PRR had announced it would pay refund if over 2 hours late overall; \$2 up to 3 hours, \$3 to 4 hours, and \$4 over 4 hours. (RRGaz)
- July 2, 1902 Nassau County Railway opens trolley line between Sea Cliff and Sea Cliff Station on LIRR (1.59 mi.). (AR, Seyfried)
- July 2, 1902 Martinsburg & Potomac Railroad (W.Va.) merged into Cumberland Valley & Martinsburg Railroad under agreement of Jan. 13, 1890. (C&C)
- July 2, 1902 PFW&C director L.B. Harrison (1815-1902) dies at Cincinnati. (MB)
- July 3, 1902 Youngstown & Southern Railway incorporated in Ohio to build from Youngstown to Columbiana. (RRGaz)
- July 3, 1902 At a meeting at J.P. Morgan & Co., partner George W. Perkins proposes a full

merger of the Louisville & Nashville Railroad and the Atlantic Coast Line Railroad; the Southern Railway has dropped out of negotiations because of possible antitrust action and the fact that it does not have the money for the purchase; under Perkins's plan, the Gates-Hawley group is to receive \$5 million in stock, \$5 million is to go to J.P. Morgan & Co. as commission, and another \$5 million to Henry Walters for his services; the plan fails when the Gates-Hawley group demands 150 in cash, not stock, and Walters balks at having so much stock in the hands of outsiders, and the merger plan is abandoned. (Hoffman)

- July 3, 1902 J. Pierpont Morgan, Clement A. Griscom and P. A. B. Widener meet with Kaiser Wilhelm II and Albert Ballin at Kiel. (Strouse)
- July 5, 1902 Smyrna & Delaware Bay Railroad sold at foreclosure to John T. Dyer of Norristown, Pa., as agent of the Baltimore & Delaware Bay Railroad for \$15,150 or scrap value; most rails east of Clayton removed a number of years ago. (MB, WEJ)
- July 5, 1902 Steamboat *Queen Caroline* makes first trip between Lewes and Cape May for Queen Anne's Railroad. (CMGS)
- July 7, 1902 Pres. Cassatt announces that the PRR has made a new contract with the Postal Telegraph Company for Lines East and that Western Union Telegraph Company must remove all instruments and other property from PRR premises by Sep. 30. (NYT)
- July 7, 1902 Pennsylvania, New Jersey & New York Railroad Board adopts location of line. (CorpHist)
- July 7, 1902 PW&B opens new track Lamokin to Thurlow. (WEJ)
- July 7, 1902 9,000 freight handlers at Chicago strike for increase and recognition of union. (RRGaz)
- July 7, 1902 *Fast Mail* No. 11, consisting of Class E2 No. 2016 and 3 mail cars, runs Altoona to Pittsburgh in 2:05, making up 0:32 in lost time. (RRGaz)
- July 8, 1902 Winslow S. Pierce (1857-19), one of Gould's principal operating officials, named Pres. of Western Maryland Railroad, replacing John Mifflin Hood, who had been Pres. since 1874. (WM)
- July 9, 1902 George Gibbs, First VP of Westinghouse, Church, Kerr & Co., submits plan for New York tunnel electrification calling for speeds up to 55 MPH and trains on 2.5 minute headway. (AJC 32/43)
- July 9, 1902 LIRR contracts with Westinghouse, Church, Kerr & Co. as engineers for

electrification. (MB)

- July 10, 1902 New York & Jersey Railroad receives franchise from New York Board of Rapid Transit Railroad Commissioners covering line from center of Hudson River to a terminal in the block bounded by Christopher, West 10th, Greenwich & Hudson Streets. (NYState, H&M)
- July 10, 1902 County seat of Emmet County, Mich., moved from Harbor Springs to Petoskey. (Long)
- July 11, 1902 Committee on New York Passenger Terminal Yard issues report to Pres. Cassatt approving plan of George Gibbs of Westinghouse, Church, Kerr & Co. and arranging to provide him with data to design an electric locomotive; sets maximum train weight at 500 tons; Gibbs calls for maximum speed of 55 MPH and average 37 MPH; normal spacing 2.5 minutes apart; also considers signals in tunnels. (AJC 32/43, SRea)
- July 12, 1902 *Railway World* reports that the backers of the Philadelphia & Western Railroad are connected with the current Pennsylvania administration, not the Wabash Railroad. (RyW)
- July 14, 1902 PW&B Board authorizes extending four-track system from Trainer to Claymont, Del. (MB)
- July 15, 1902 Cleveland Plan Commission organized with Daniel H. Burnham as Chairman; are to plan a new Union Station on the lake front as the centerpiece of a new Civic Center. (Moore)
- July 1902 PRR decides to vest the Reading shares it is buying through Kuhn, Loeb & Co. in the B&O; direct stock control of the Reading would create a practical railroad monopoly in its home town of Philadelphia and raise a firestorm of protest; by fall, the PRR has purchased 1.1 million shares for \$43 million. (Wheeler)
- July 1902 PRR orders two new observation cars for the *Pennsylvania Special* and a total of 52 cars to re-equip the *Pennsylvania Special* and *Pennsylvania Limited*. (RyW)
- July 1902 PRR opens second track between Keating and McElhattan on Philadelphia & Erie. (RRGaz)
- July 1902 Reading's every-hour service results in doubling its number of New York-Philadelphia passengers compared to July 1901. (RRGaz)
- July 1902 Interborough Rapid Transit Company acquires all the stock of the Rapid Transit Subway Construction Company. (Moody's)

- July 16, 1902 Grading begins for new Wilmington Shops north of the city of Wilmington, Del. (WEJ)
- July 16, 1902 Ten-day strike of Chicago freight handlers fails; PRR refuses to rehire strikers. (RyW)
- July 17, 1902 Stuyvesant Real Estate Company reports purchase of an additional 63 parcels at Penn Station for \$2,608,950; have now purchased a total of 176 parcels for \$7,196,221. (MB)
- July 17, 1902 United Mine Workers of America convention meets in Indianapolis; Pres. John Mitchell resists pressure from the anthracite strikers to have the union break its contracts with the bituminous coal operators and expand the anthracite coal strike into a nationwide coal strike; the bituminous miners do consent to assessments for a strike fund for the anthracite strikers; they also appeal for financial support from the American Federation of Labor and the general public. (Cornell)
- July 18, 1902 PCC&StL conveys its half interest in the Kokomo Belt track to the Lake Erie & Western Railroad. (MB, Church)
- July 18, 1902 Pennsylvania Company Executive Committee authorizes lettering all cabin cars "Pennsylvania Lines." (MB)
- July 18, 1902 PCC&StL Railway Executive Committee authorizes new passenger and freight stations at Frazeyburg, Ohio. (MB)
- July 18, 1902 A new agreement is signed to bring the Cudahy Packing Company into the merger of major meat-packing companies. (FoodInvestigation)
- July 19, 1902 Plymouth, Ind., passes an ordinance for track elevation. (MB)
- July 21, 1902 PRR, C&O and Reading shares continue to advance on rumors that PRR is buying into Reading and of PRR-Vanderbilt-Morgan alliance. (NYT)
- July 21, 1902 Steamboat *Queen Caroline* begins regular revenue service between Lewes and Cape May for Queen Anne's Railroad, making three round trips; first time the boat was directly controlled by the railroad. (CMGS)
- July 21, 1902 WNY&P acquires trackage rights over NYC between Kossuth Street, Rochester, and Gates, N.Y. (Val)
- July 22, 1902 New York Board of Aldermen rejects PRR tunnel franchise, 56-10, with Fusion members generally favoring it and Tammany Hall members opposing; President Jacob A. Cantor led opposition, claiming that because it lacked terms

on renewal, it amounted to a perpetual franchise, which was barred by state constitution and city charter; also demanded eight-hour day and prevailing wage clauses; appoint Conference Committee to meet with PRR and Mayor Low. (NYT)

- July 22, 1902 Norfolk & Western and Cleveland, Akron & Columbus Railway agree to operate parallel tracks at Columbus (1.7 miles) as one double-track railroad. (Church)
- July 22, 1902 PCC&StL Railway Executive Committee authorizes lettering all cabin cars for "Pennsylvania Lines." (MB)
- July 23, 1902 PRR announces it will make a new application to Rapid Transit Commissioners; will not reapply to Legislature, as last bill was amended so that the Rapid Transit Commission could not make a perpetual franchise without the approval of the Board of Aldermen; Pres. Cassatt, vacationing in Bar Harbor, has no comment; Mayor Low meets with Aldermen and other officials in attempt to salvage project. (NYT)
- July 23, 1902 At meeting of Mercantile Trust Company Board, George J. Gould pulls Henry Clay Frick aside and asks to arrange peace with the PRR; Frick tells Gould that the PRR does not object to his building to Pittsburgh but to his plans to reach tidewater over the Western Maryland Railroad. (Wheeler)
- July 1902 "GY" (KARNY) Interlocking placed in service at Waverly & Passaic Jct. at west end of Meadows Yard. (CE)
- July 25, 1902 One track opens on new alignment from Cove Forge through Duncannon to Aqueduct on Middle Division. (RRGaz)
- July 26, 1902 Mayor Seth Low holds a private conference with Borough Pres. Cantor, Controller Edward M. Grout and other opponents of PRR franchise on his yacht, *Surprise*; on landing, Low only states that he will hold a conference on Tuesday to discuss the franchise. (NYT)
- July 6, 1902 Under continuing criticism, United States Steel Corporation Pres. Charles M. Schwab suffers a nervous breakdown while vacationing in Atlantic City. (NYT)
- July 27, 1902 Central Federated Union of New York City demands that labor provisions be attached to PRR franchise, including employing only citizens and union members, observing the 8-hour day and \$2 per day minimum wage. (NYT)
- July 27, 1902 PRR begins operating Middletown & Cincinnati Railroad between Middletown Jct. and Middletown, Ohio. (first LW tt)

- July 28, 1902 PRR revives passenger service on S_J Branch and separates freight and passenger service on Newry Branch. (Snyder)
- July 28, 1902 PCC&StL Railway Executive Committee authorizes interchange tracks with the Pittsburgh, Chartiers & Youghiogheny Railway near Scully; the opening of the Duff Branch of the Ohio Connecting Railway to the PC&Y has diverted business moving via Junction No. 1. (MB)
- July 29, 1902 Mayor Seth Low holds another three-hour meeting between PRR and opponents of PRR tunnel franchise; PRR representatives include VP John P. Green and Engineer of M of W Joseph T. Richards; PRR agrees to minor concessions, including review after 25 years and carrying city fire and police telegraph lines in tunnels, and having tunnel under control of a New York corporation, but not any of the labor provisions. (NYT)
- July 29, 1902 Central New England Railroad finally completes the loop around the 313-foot wide Montagu Farm in East Granby owned by the New Haven with the object of blocking its passage. (NYT)
- July 30, 1902 PRR grants trackage rights to Buffalo, Rochester & Pittsburgh Railway between Black Lick and Vintondale for the purpose of moving coal to the Lackawanna Steel Company near Buffalo. (MB)
- July 30, 1902 Shenango & Beaver Valley Railway incorporated in Pa. (ICC)
- July 30, 1902 In the first serious violence in the anthracite coal strike, hardware store owner Joseph Beddall is beaten to death as he tries to aid his brother, Deputy Sheriff Thomas Bedall, who is surrounded by a mob of 5,000 while escorting two non-union men at Shenandoah; Pa. Gov. William A. Stone orders the National Guard under the command of Gen. John P. S. Gobin (1837-1910) to Shenandoah, Pa., to maintain order in the anthracite coal strike. (Cornell - LC&N AR says troops sent 8/18)
- July 31, 1902 Susquehanna, Bloomsburg & Berwick Railroad organized by the purchasers of the Central Pennsylvania & Western Railroad; J. Henry Cochran, Pres. (C&C)
- July 31, 1902 Mahoning Valley Western Railway incorporated in Ohio in interest of B&O. (B&O Val)
- July 31, 1902 Moore-Reid Syndicate has the Rock Island Company (N.J.) incorporated as a holding company to control their enlarged Rock Island system, which expands from 3,600 miles to 15,000 miles in 1907; on the same day, a new Chicago, Rock Island & Pacific Railroad is incorporated in Iowa; it holds the portion of the old Chicago, Rock Island & Chicago Railway between Davenport and Council Bluffs and leases the remainder of the Rock Island system; holders of \$100-par Railway Company shares receive new stock of the Railroad

Company and bonds of the Rock Island Company with a total face value of \$270; the Syndicate is also aiming to control the Lehigh Valley Railroad, the Lake Erie & Western Railroad, the St. Louis & San Francisco Railroad, and the Southern Pacific Company with the object of forming a transcontinental system. (NJCorps, Hayes, Moodys, NCAB)

- July 31, 1902 United States Steel Corporation Pres. Charles M. Schwab travels from Atlantic City to his Allegheny Mountain estate "Loretto" over the PRR in his private car of the same name. (NYT)
- Aug. 1, 1902 Pittsburgh, Chartiers & Youghiogheny Railway and Pittsburgh & Lake Erie Railroad agree for joint use of terminal facilities at McKees Rocks, Pa., and open joint freight station. (Church, AR)
- Aug. 1, 1902 Parkersburg Bridge & Terminal Railroad incorporated in Ohio by Little Kanawha Syndicate to build from Little Hocking to Johnstons, W.Va., on the Little Kanawha Railroad. (Church)
- Aug. 1, 1902 LS&MS opens new locomotive shop at Collinwood, Ohio, near Cleveland. (AR)
- Aug. 1, 1902 First "Floral Parade" of beautiful girls in flower-bedecked rolling chairs held in Atlantic City; precursor of the Miss America Pageant. (Butler)
- Aug. 2, 1902 Central New England Railroad opens its own line between East Granby and Suffield, finally completing the line between Springfield and Tariffville, making an independent connection between the Poughkeepsie Bridge and the Boston & Albany Railroad. (NYT)
- Aug. 3, 1902 *New York Times* runs an article on the "deserted village" of uninhabited houses on the Penn Station site; PRR has recruited city policemen to live in houses rent free to prevent vandalism until they can be razed; the many African American residents being displaced by the new building in the old "Tenderloin" district relocate to Harlem, where a building boom has created a surplus of housing. (NYT, Trager)
- Aug. 4, 1902 *New York Times* announces it will move its operation from the traditional "Newspaper Row" near City Hall to a new skyscraper to be built in the triangle bounded by Broadway, 7th Avenue & 42nd Street; the area, currently known as Long Acre Square will become Times Square; the announcement appears to indicate that the commercial center of the city will continue to move up Broadway near the site of the future Penn Station, when in fact it will move up the East Side along the new IRT subway. (NYT)
- Aug. 4, 1902 Second track opens between Hayden and Unionville on PCC&StL. (AR)

- Aug. 5, 1902 Another meeting held between PRR representatives and city officials regarding tunnel franchise; PRR still refuses to accept labor provisions. (NYT)
- Aug. 6, 1902 Mineola, Roslyn & Port Washington Traction Company incorporated in N.Y. to build between Mineola and Port Washington. (NYState)
- Aug. 8, 1902 Columbus & Logansport RPO established. (Kay)
- Aug. 9, 1902 J. Pierpont Morgan attends the coronation of Edward VII in Westminster Abbey. (Strouse)
- Aug. 10, 1902 Michigan Sen. James McMillan (1838-1902), catalyst for rebuilding Washington in the City Beautiful style, dies at Manchester, Mass.; his death removes a powerful supporter for the new Washington Union Station, in the face of opposition in the House. (CongBio, RRGaz)
- Aug. 1902 Albert Netter (1847?-1902), formerly of Cincinnati, an ally of Henry S. Ives in his railroad manipulations, dies in London of Bright's disease; he had left the U.S. in 1891 and spent his later years in Brazil and England. (ancestry.com, pre 8/14)
- Aug. 12, 1902 Connellsville Central Railroad incorporated in Pa. to build from Buffington Coke Works of H.C. Frick Coke Company (Fairbanks) to Brownsville, Pa.; controlled by United States Steel Corporation. (Val, Church)
- Aug. 12, 1902 Director Edward Roberts, Jr. (1838-1902), dies (Phila. & Camden Ferry Co.) (AR)
- Aug. 12, 1902 Charles M. Schwab sells control of the Bethlehem Steel Company to the United States Shipbuilding Company for \$30 million in securities and a first lien on the property. (BethStl)
- Aug. 12, 1902 International Harvester Company incorporated in N.J. with a capital of \$120 million for the purpose of merging the McCormick Harvesting Machine Company and the Deering Harvester Company; arranged and financed by George W. Perkins of J.P. Morgan & Co. while Morgan is abroad. (NJCorps, Strouse)
- Aug. 13, 1902 Sen. Boies Penrose calls on Pres. A. J. Cassatt to discuss the anthracite coal strike. (NYT)
- Aug. 15, 1902 Susquehanna, Bloomsburg & Berwick Railroad (Watson-Orangeville) incorporated in Pa. under articles dated Aug. 11 as the reorganization of the Central Pennsylvania & Western Railroad. (Val)
- Aug. 15, 1902 Pennsylvania Company Executive Committee authorizes a further \$260,000 to

expand of Conway Yard, including westbound hump; authorizes a change of line and double-tracking between Hudson and Ravenna; freight station at Davenport Street, Cleveland, extension of the Summit Branch of the Greene County Coal Branch near Linton. (MB, Conway)

- Aug. 15, 1902 PCC&StL Railway Executive Committee authorizes a new station at Ingram, Pa.; new interlocking at the Calumet River Bridge; three additional interchange tracks at Columbus, Ohio, and additional yard tracks at 59th Street, Chicago, for Pocahontas coal, along with building 500 coke cars. (MB)
- Aug. 1902 PRR is carrying 400 immigrants a day. (RRGaz)
- Aug. 1902 Cumberland Valley Railroad is to double-track the freight bypass around Carlisle. (RyW)
- Aug. 1902 Pennsylvania Company and CCC&StL (Big Four) purchase all stock and bonds of Chicago & South Eastern Railway. (Church)
- Aug. 1902 Pennsylvania Company is to enlarge the Fort Wayne Shops. (RyW)
- Aug. 1902 PRR is changing the number of steps on its passenger cars from 3 to 4. (RyW)
- Aug. 16, 1902 A Gould Board is elected on the Ann Arbor Railroad. (NYT)
- Aug. 16, 1902 The Pocono Manor Inn opens on 800 acres on the crest of Little Pocono Mountain near Pocono Summit, Pa.; the resort is run by the 12th Street Quaker Meeting and reached by the PRR's Belvidere Delaware line and the DL&W. (poconomanor.com)
- Aug. 17, 1902 William Hasell Wilson (1811-1902) dies at Philadelphia at age 91; former PRR Chief Engineer; at his death he was President of Belvidere Delaware Railroad. (MB, RRGaz)
- c. Aug. 1902 New Richmond, Ind., station opens.
- Aug. 19, 1901 Pres. Roosevelt begins a tour of New England and the Middle West to push his "Square Deal" of more rigorous antitrust enforcement. (EAH)
- Aug. 19, 1902 United States Steel Corporation Pres. Charles M. Schwab leave Cresson in his private car *Loretto* for New York, where he sails for Europe next day, going into seclusion at the spa town of Aix-les-Bains, where he remains for nearly a year. (NYT, Strouse)
- Aug. 20, 1902 United States Steel Corporation Pres. Charles M. Schwab meets with J. Pierpont Morgan, who has just returned from his annual European holiday before himself sailing for France. (Warren)

- Aug. 23, 1902 Pres. Roosevelt, speaking at Providence, R.I., asserts that, although bigness is essential for modern business, the Federal Government must assert sovereignty over the "Trusts." (Morris)
- Aug. 24, 1902 Sen. Marcus A. Hanna announces he is ending his efforts to broker a settlement of the anthracite coal strike. (RyW)
- Aug. 26, 1902 Stuyvesant Real Estate Company deeds property along both sides of 31st, 32nd & 33rd Streets to Pennsylvania, New York & Long Island Railroad for tunnels. (MB)
- Aug. 26, 1902 New contract signed to bring Schwarzschild & Sulzberger into the meat-packing merger, thus combining the five major meat-packing firms into a single company; the merger is to be financed by a loan of \$90 million from Kuhn, Loeb & Co. (FoodInvestigation)
- Aug. 27, 1902 Bizarre baseball game between two PRR teams, one consisting of men who have lost an arm and the other of men who have lost a leg, played at Wilmington Athletic Association grounds. (WEJ)
- Aug. 27, 1902 After Henry Ford is fired for continuing to work on a new racing car instead of attending to business, the Henry Ford Company is renamed the Cadillac Automobile Company under the leadership of Henry M. Leland. (May)
- Aug. 28, 1902 Bellaire, Zanesville & Cincinnati Railway, as Reorganized, renamed Ohio River & Western Railway. (Church - C&C has 8/16)
- Aug. 28, 1902 Cincinnati, Indianapolis & Western Railway incorporated by the merger of the Cincinnati, Hamilton & Indianapolis Railroad and the Indiana, Decatur & Western Railroad; runs Hamilton, Ohio, to Springfield, Ill., as part of the Cincinnati, Hamilton & Dayton system. (Moody's)
- Aug. 29, 1902 Great Neck & Port Washington Railroad, Montauk Extension Railroad (Bridgehampton-Montauk), and New York Bay Extension Railroad (Valley Stream-Country Life Press) merged into LIRR under agreement of Aug. 26, 1902. (Val, C&C)
- Aug. 29, 1902 Black Lick Branch extended from Vintondale to Wehrum on the Cambria & Clearfield Division. (Storey)
- Aug. 29, 1902 In response to mass attacks on National Guard troops patrolling the Panther Creek Valley at Summit Hill and Lansford, Gen. John P. S. Gobin orders his men to fire on anyone attacking them with stones or other missiles. (Cornell)
- Aug. 30, 1902 NYC&HR petitions Manhattan Borough President Cantor to close 10 streets

and enlarge the yard at Grand Central Station. (Condit)

- Aug. 31, 1902 Brooklyn Rapid Transit Company acquires all the stock of the South Brooklyn Railway. (NYState)
- Aug. 31, 1902 United Mine Workers Pres. John Mitchell meets with Morgan partner George W. Perkins in Philadelphia; Perkins proposes that if the UMW calls off the strike, J. Pierpont Morgan will have a thorough investigation made by experts and pressure the operators to accept it, provided the UMW agrees in advance to a 3-year contract; the UMW rejects the offer. (Cornell)
- Sep. 1, 1902 Alfred W. Gibbs (1856-1922) named Superintendent of Motive Power of PW&B, replacing Alexander W. Kearney, resigned to be Superintendent of Motive Power of B&O; William F. Kiesel, Jr. (1866-1954), named Assistant Mechanical Engineer and placed in charge of the Test Dept., replacing Gibbs; Kiesel eventually becomes the PRR's main locomotive designer with 135 patents for rolling stock and appliances, and he devises three formulas that become standard for computing the pulling power of steam locomotives at speed; he is also a gregarious extrovert with a large fund of amusing anecdotes. (AR, CMP, RRGaz, Keystone)
- Sep. 1, 1902 B&O diverts freight and coal traffic from Western Maryland Railroad at Cherry Run to the Cumberland Valley Railroad because of Gould control. (RRGaz)
- Sep. 1, 1902 CNJ, Reading, Beech Creek and Buffalo, Rochester & Pittsburgh Railway begin new through freight route between Jersey City and Pittsburgh via Williamsport and Clearfield. (RRGaz)
- Sep. 1, 1902 Employee rest house and lunch rooms open at Conway Yard.
- Sep. 1, 1902 Stockholders, bondholders and creditors of Ohio River & Western Railway agree to reorganization without foreclosure. (Church)
- Sep. 1, 1902 Cincinnati Northern Railroad deeds Deer Creek Tunnel from near Elsinore Avenue to Bloody Run, some associated property, and franchise from city of Mar. 22, 1897, to Cincinnati, Lebanon & Northern Railway. (Church)
- Sep. 1, 1902 Pennsylvania Company and CCC&StL (Big Four) take possession of Chicago & South Eastern Railway (Muncie-Brazil). (Church)
- Sep. 1, 1902 Completion of the West Chester Street Railway trolley line between West Chester and Downtown diverts passengers who would normally ride PRR West Chester Branch to Paoli for connection with westbound trains. (Bowman/Cox, CCHS)

- Sep. 2, 1902 PRR and PCC&StL file bill for injunction against Gould's Pittsburgh, Carnegie & Western Railroad crossing PRR system tracks on south side of Monongahela River. (NYT)
- Sep. 3, 1902 Conference between PRR representatives, John P. Green, Samuel Rea, George V. Massey and Joseph T. Richards, and New York officials regarding compromise of PRR tunnel franchise breaks up over failure of PRR to accept labor provisions demanded by Controller Edward M. Grout and Tammany leader Timothy P. Sullivan; PRR says such provisions have been found to be unconstitutional; letter from Pres. Cassatt read at meeting. (NYT, RyW)
- Sep. 3, 1902 Long Island Coal Supply Company dissolved after being acquired by LIRR. (MB)
- Sep. 3, 1902 Middletown & Cincinnati Railroad, controlled by Paul J. Sorg, deeds all property to Cincinnati, Lebanon & Northern Railway. (Church)
- Sep. 3, 1902 Pennsylvania Senators Matt Quay and Boies Penrose meet with George F. Baer, who issues a statement stating the operators refusal to arbitrate the following conditions: 1) wages where an increase would destroy the business, 2) whether the business be managed by the owners or the union, 3) the right of employers to hire whom they choose, and 4) the right of companies to protect their operations from mob rule by labor organizations; on the same day, Pres. Roosevelt releases the report by Carroll D. Wright noting that both sides have just grievances that need to be arbitrated. (Cornell)
- Sep. 10, 1902 PRR Board approves plan for Duquesne Elevated at Pittsburgh; for new freight yard on the Allegheny Valley Railway on Pike Street between 12th & 13th Streets, Pittsburgh; enlargement of Waverly Yard; construction of new Ormsby Yard on Monongahela Division; extension of Ebensburg & Black Lick from Dilltown to Social Hall; double-tracking of South Fork Railroad between Paint Creek Jct. and Branch No. 35. (MB)
- Sep. 10, 1902 PRR Board orders high-speed brake applied to passenger locomotives and cars. (MB)
- Sep. 10, 1902 Cincinnati, Lebanon & Northern Railway acquires property of Cincinnati Railway Tunnel Company, including roadbed from Cincinnati to Sharon and four-mile tunnel north of Cincinnati and right-of-way between Dodds and Waynesville, Ohio, from John C. Davie, trustee. (Church,)
- Sep. 10, 1902 Pan Handle Coal & Mining Company incorporated in Indiana to hold coal lands in Greene and Sullivan Counties. (Church)
- Sep. 11, 1902 City of New York signs subway contract no. 2 with IRT for extension of subway from City Hall to LIRR terminal at Flatbush Avenue, Brooklyn.

(RTinNYC)

- Sep. 11, 1902 Mineola, Hempstead & Freeport Traction Company begins trolley service between Belmont Park and Hempstead with a gap where it crosses the LIRR West Hempstead Branch. (Seyfried)
- Sep. 11, 1902 Jefferson Coal & Mining Company incorporated in Indiana. (Church)
- Sep. 13, 1902 *New York Times* reports PRR-Vanderbilt alliances; says arranged several months ago when Cassatt called on William K. Vanderbilt just before he went abroad. (NYT)
- Sep. 13, 1902 Last run of passenger trains on old Centre Street line in Newark, N.J.; connection with main line at Market Street is broken by the track elevation. (Guide, AR has auto. sigs. b. on Centre St. Branch in 1902!)
- Sep. 13, 1902 Work begins on Susquehanna, Bloomsburg & Berwick Railroad between Bloomsburg and Berwick. (RRGaz)
- Sep. 15, 1902 Marine Engineers Beneficial Association Local No. 33 on LIRR ferries demands further 30% wage increase. (MB)
- Sep. 15, 1902 Pennsylvania Company Executive Committee authorizes rearranging and enlarging the 12th Street Coach Yard in Chicago; authorizes a new engine terminal at Market Street, Youngstown; a new ore storage trestle at Erie; additional tracks in the westbound yard at Crestline; second track between Sharon and Sharpsville on the Erie & Pittsburgh Railroad. (MB)
- Sep. 15, 1902 PCC&StL Railway Executive Committee authorizes a new passenger station at Washington, Pa. (MB)
- Sep. 15, 1902 B&O obtains joint use of Cincinnati & Muskingum Valley Railroad between Crooksville and Spangler, Ohio (10.94 miles). (Church, B&O Val)
- Sep. 15, 1902 Consolidated Lake Superior Company pays last dividend. (Moody's)
- Sep. 1902 Through the Community of Interest, the Central States Dispatch gives notice that it will withdraw from the Western Maryland Railroad in favor of the Cumberland Valley Railroad. (RyW)
- Sep. 1902 Queen Anne's Railroad is surveying a line from Hobbe's station to Chincoteague. (RRGaz)
- Sep. 1902 Pittsburgh Division has such heavy traffic that firemen are being promoted to engineers in four years instead of the usual seven or eight. (RRGaz)

- Sep. 1902 PRR has placed order for any railroad with Baldwin Locomotive Works for 250 freight locomotives of various classes. (RyW)
- Sep. 1902 Circuit Court of Bond County allows St. Louis, Vandalia & Terre Haute Railroad receiver Henry C. Begole to issue receiver's certificates up to \$20,000 for the purpose of litigation; Begole then begins a number of suits against the Pennsylvania Company. (AR)
- Sep. 1902 Economic expansion ends; two-year contraction begins. (NBER)
- Sep. 1902 Portion of Toledo Railway and Terminal Company belt line placed in service. (C&C)
- Sep. 1902 Kuhn, Loeb & Co. negotiates with Gould to place 51% of Western Maryland Syndicate holdings in a voting trust to be controlled evenly by Gould and PRR, but fails; Gould is unwilling to consider a sale of the Wheeling & Lake Erie Railroad or of the Wabash east of St. Louis. (Wheeler)
- Sep. 1902 Norfolk & Western Railway learns of the existence of the Deepwater Railway charter and the fact that it has a charter right from Deepwater up Loup Creek and across the mountains to the Guyandot River, then down the river and Pinnacle Creek and through Flat Top Mountain to Widemouth Creek, then down it to a point on the N&W on the Bluestone River; they are unable to discover that it is being financed by Standard Oil Company millionaire Henry H. Rogers out of his personal fortune; the Deepwater Railway threatens to parallel a projected line of the N&W along Widemouth Creek and tap a large area between the N&W and Chesapeake & Ohio Railway that neither has been able to tap yet. (Lambie)
- Sep. 1902 Lee Wiley Sinclair (1836-1916) opens the second West Baden Springs Hotel near French Lick Springs, Ind., replacing an earlier building burned in June 1901; he turns it into a major spa and gambling casino. (frenchlick.com)
- Sep. 1902 Saks & Co. opens a new department store on the west side of Herald Square between 33rd & 34th Streets, just south of Macy's, suggesting that the area one (long) block east of the proposed Penn Station is certain to become the city's new retail center. (NYT, Trager)
- Sep. 1902 Fear of a coal famine strikes the eastern cities as winter approaches and the anthracite coal strike is not settled; the price of coal has advanced from \$6 to \$20 a ton, leading Republican leaders to fear that the party will be punished in the fall election. (Cornell)
- Sep. 1902 In the wake of the International Mercantile Marine Company merger, the British government grants the Cunard Steam Ship Company, Ltd., a £2.4 million low-interest loan and a subsidy of £150,000 a year to build the largest

liners in the world, the twins *Lusitania* and *Mauritania*; the ships are ordered in Jan. 1903 for June 1905 delivery. (NYT, Strouse)

- Sep. 17, 1902 New York City's conference committee approves report recommending adoption of Comptroller Grout's revised PRR tunnel franchise; Pres. Cantor abstains. (NYT, RyW)
- Sep. 17, 1902 Elizabeth River Railroad organized at Norfolk. (Val)
- Sep. 17, 1902 Lines West Executive Committee hears report on ore handling machinery at Cleveland and Erie; authorizes building one Hoover & Mason machine on Dock No. 1 at Cleveland and modify one at Erie. (MB)
- Sep. 17, 1902 J. Pierpont Morgan personally greets J. Bruce Ismay, Managing Director of the White Star Line, when he arrives in New York on the *Oceanic*; all parties refuse to comment to the press on impending shipping deals. (NYT)
- Sep. 18, 1902 Future PRR VP John Patton Newell (1902-1982) born at Carthage, Mo. (PR)
- Sep. 19, 1902 Pennsylvania, New York & Long Island Railroad Board adopts alternate route. (CorpHist)
- Sep. 19, 1902 United New Jersey Railroad & Canal Company authorizes purchase of land at Waverly for a yard and jumpover. (MB)
- Sep. 19, 1902 Hudson & Manhattan Railway incorporated in N.J. to build from the center of the Hudson River to the PRR station at Exchange Place, Jersey City, with branches north to Erie Railroad station at Pavonia Avenue and south under Hudson Street to the CNJ's Jersey City Terminal. (PtAth, RRGaz, NJCorp)
- Sep. 19, 1902 Pres. Roosevelt leaves on the 2:14 PM PRR train from Jersey City, en route to Cincinnati; on crossing into Pennsylvania at Morrisville, Sen. Matthew S. Quay boards and rides as far as Philadelphia, briefing Roosevelt on the anthracite coal strike, saying that the miners are on the point of capitulating; at Philadelphia, Commissioner of Immigration Frank B. Sargeant boards and also briefs Roosevelt, noting that the miners are standing fast and are in good shape. (Morris)
- Sep. 19, 1902 Charles F. Murphy (1858-1924) becomes sole "Boss" of Tammany Hall. (Stokes)
- Sep. 20, 1902 Monmouth Jct. & Manasquan RPO cut to Monmouth Jct. & Long Branch RPO. (Kay)
- Sep. 20, 1902 Sen. Marcus A. Hanna meets with Morgan partner George W. Perkins, United Mine Workers Pres. John Mitchell, AFL Pres. Samuel Gompers and Ralph

Easley of the National Civic Federation in New York in another attempt to resolve the anthracite coal strike; they reject Mitchell's proposal of union recognition and a signed contract followed by arbitration of the wages and hours issues by a commission to be appointed by J. Pierpont Morgan; Morgan asserts that he cannot represent the operators in any official way; Hanna then gets Mitchell to accept the earlier Morgan proposal providing the operators accept it also; labor columnist Walter Wellman later states that Morgan felt he could not act like a dictator without threatening other parties in the "Community of Interest," such as Pres. Cassatt of the PRR and the Vanderbilts; he claims that the operators have convinced their bankers that management of their businesses is at stake and that with a little more time, they can break the strike. (Cornell)

- Sep. 22, 1902 Mineola, Hempstead & Freeport Traction Company renamed New York & Long Island Traction Company. (NYState)
- Sep. 22, 1902 PRR Road Committee grants Buffalo, Rochester & Pittsburgh Railway trackage rights between Black Lick and Vintonvale. (MB)
- Sep. 22, 1902 Cleveland, Lorain & Wheeling Railway (B&O) begins operating portion of Massillon & Cleveland Railroad between Massillon Jct. And Warwick Jct. as a second track to its adjacent line under agreement dated Jan. 2, 1904; cost of operation and maintenance to be share in proportion to number of cars. (Church)
- Sep. 22, 1902 Lines West Executive Committee hears report by Second VP Joseph Wood on purchasing control of the Columbus, Sandusky & Hocking Railroad and the Zanesville Terminal Railway, which are to be sold at foreclosure; Wood has arranged with J.P. Morgan & Co. and the Hocking Valley Railway for a joint purchase; the Pennsylvania Company is to take the section between Columbus and Carothers, with joint operation with the Hocking Valley between Bucyrus and Carothers, and also all of the Columbus-Sandusky line without sharing with the Hocking Valley; the Hocking Valley Railway is to take all the lines south of Columbus; Pennsylvania Company subsequently decides to take all the road north of Columbus with a half interest in the Zanesville Terminal Railway. (MB)
- Sep. 22, 1902 Lines West Executive Committee approves a joint purchase of the Chicago & South-Eastern Railway with the CCC&StL Railway but declines a three-way split with the Monon. (MB)
- Sep. 22, 1902 Max Pam (1865-1925), Charles M. Schwab's lawyer, becomes Chairman of the United States Shipbuilding Company. (BethStl)
- Sep. 23, 1902 Lines West Executive Committee authorizes double-tracking the western approach to the Ohio Connecting Railway bridge. (MB)

- Sep. 23, 1902 Wellsburg & State Line Railroad incorporated in W.Va. to build from Wellsburg to the Pennsylvania state line near Dunsford. (Church)
- Sep. 24, 1902 PRR Board authorizes purchase of 119,476 B&O shares for \$1.2 million; new station at Wilmerding; extension of Juniata Shops. (MB)
- Sep. 24, 1902 Northern Central Railway Board authorizes equipping passenger cars and locomotives with the high-speed Westinghouse air brake; extension of pier at Grain Elevator No. 3 at Canton. (MB)
- Sep. 24, 1902 Columbus, Sandusky & Hocking Railroad sold at foreclosure to Paul D. Cravath, in joint interest of Pennsylvania Company and Hocking Valley Railway, for \$2,750,000; property is to be divided between the two systems at the crossing of the Cleveland, Akron & Columbus Railway in Columbus. (Church, GrnBk)
- Sep. 25, 1902 Unfinished Pennsylvania Midland Railroad sold at foreclosure to John M. Reynolds for PRR for \$50,000. (Val, C&C, RyW)
- Sep. 25, 1902 First shipments from the Laura Mine of the Eastern Ohio Coal Company north of Belle Valley on the Marietta Division; the Cisco, Central, Glenwood and Pioneer Mines are now exhausted. (AR)
- Sep. 25, 1902 Detroit Southern Rail__ buys the railroad between Ironton and Lisman, Ohio, from the Iron Railway. (Meints)
- Sep. 26, 1902 Mayor Seth Low announces that remaining opposition to PRR tunnel franchise comes from Timothy D. Sullivan (1862-1913) and other Tammany members; calls for public hearing by Board of Rapid Transit Commissioners. (NYT)
- Sep. 26, 1902 LIRR General Superintendent W.F. Potter refuses request of Marine Engineers Beneficial Association for wage increase. (MB)
- Sep. 26, 1902 PW&B Board authorizes a new station at Ridley Park, Pa.; extending four-track system from Moores to Eddystone; placing signals at the crossings of the B&O and Reading in Wilmington; equipping passenger cars with high-speed air brake. (MB)
- Sep. 27, 1902 Last run of Louisville-Detroit sleeping car via Logansport, La Otto and Kalamazoo; not resumed in subsequent summers. (tt)
- Sep. 27, 1902 Atlantic Coast Line Railroad closes the purchase of a controlling interest (306,000 shares) of the Louisville & Nashville Railroad from the Gates-Hawley Syndicate through J.P. Morgan & Co. for to the Atlantic Coast Line Railroad for \$35 million in bonds at 90, 50,000 shares of stock at 125, and \$10

million cash; total cost to the ACL is \$47.75 million; the Gates-Hawley group realizes a \$10 million profit, and J.P. Morgan & Co. a profit of \$4.376 million; each company retains separate management; has the effect of surrounding and isolating the Seaboard Air Line Railway. (Hoffman, Splawn)

- Sep. 28, 1902 PCC&StL establishes passenger service on Western Washington Railroad, Houston to Westland, and Houston to Palanka; trains operate out of Canonsburg. (tt)
- Sep. 29, 1902 Chicago ordinance calls for elevation of PFW&C tracks between Cottage Grove Avenue & Stony Island Avenue and the raising of the PFW&C and LS&MS tracks above the Illinois Central Railroad at Grand Crossing. (Church, ICC)
- Sep. 29, 1902 Secretary of War Elihu Root calls on J. Pierpont Morgan to inform him that Pres. Roosevelt has decided to intervene in the anthracite coal strike, probably by calling the operators to a conference at the White House; Roosevelt has been prodded into action by Massachusetts Gov. W. Murray Crane, who has used direct mediation to settle a strike by Boston teamsters. (Cornell)
- Sep. 30, 1902 Delaware River flood crests at 16.8 feet at Trenton; washes out the trestle-work for the PRR's new Delaware River Bridge. (RyAge/Chi)
- Sep. 30, 1902 Pennsylvania Company Executive Committee authorizes surveys for a proposed low grade line between Red Bank and Lawrence Jct., Pa. to relieve congestion on the PFW&C near Pittsburgh. (MB)
- Oct. 1, 1902 LIRR ferry strike averted at the last minute when all East River ferries except the 92nd Street agree to a 30% wage increase; LIRR Board proposed abandoning the James Slip ferry, which operates at a loss. (MB)
- Oct. 1, 1902 Electric service begins on the Sixth Avenue Elevated in New York between Rector Street and 58th Street. (Stokes)
- Oct. 1, 1902 PRR terminates lease of East Liberty Stock Yards to Samuel W. Allerton and D.H. Sherman. (MB)
- Oct. 1, 1902 Delano station on Western Pennsylvania Division renamed Marwood. (MB)
- Oct. 1, 1902 Grading begun on Western Allegheny Railroad. (RRGaz)
- Oct. 1, 1902 Terminal Railroad Association of St. Louis purchases stock of St. Louis Belt & Terminal Railway. (Church)
- Oct. 1, 1902 Pittsburgh, Lisbon & Western Railroad incorporated in Ohio. (ICC)

- Oct. 1, 1902 International Navigation Company (N.J.) renamed International Mercantile Marine Company and capital stock increased from \$15 million to \$120 million to serve as holding company for Morgan's shipping combine; Clement A. Griscom (1842-1912), Pres.; Executive and Finance Committee consists of Griscom, P.A.B. Widener, Edward J. Berwind, George W. Perkins and Charles Steele; stock placed in a voting trust of J. Pierpont Morgan, Charles Steele, P.A.B. Widener, William J. Pirrie and J. Bruce Ismay; the IMM purchases the assets and stocks of the Atlantic Transport Company of West Virginia and Atlantic Transport Company, Ltd. (Atlantic Transport Line), the British & North Atlantic Steam Navigation Company, Ltd., and Mississippi & Dominion Steamship Company, Ltd. (Dominion Line), Frederick Leyland & Co., Ltd. (Leyland Line), and Ismay, Imrie & Co. and the Oceanic Steam Navigation Company, Ltd. (White Star Line); the new company owns about one-fifth of the tonnage in the North Atlantic trade; unfortunately, although the North Atlantic trade booms in subsequent years, the fact that the U.S. is replacing foreign imports with domestic manufactures causes trade to become unbalanced with most traffic in the form of export grain and raw materials; this favors unscheduled tramp freighters over scheduled lines. (NJCorp, Navin, Flayhart, NYT, Strouse, Moyer/Keystone)
- Oct. 1, 1902 Philip A.S. Franklin, brother of future PRR Pres. Walter S. Franklin, replaces Bernard Nadal Baker as Pres. of the Atlantic Transport Company (W.Va.). (Moyer/Keystone)
- Oct. 1, 1902 St. Louis & San Francisco Railroad acquires stock control of the Chicago & Eastern Illinois Railroad. (Lyford)
- Oct. 1, 1902 Pres. Roosevelt invites United Mine Workers Pres John Mitchell and the heads of the anthracite railroads to a conference at Washington on Oct. 3; PRR Pres. Cassatt is added to the list at the urging of the Morgan interests. (Cornell, TRPapers)
- Oct. 2, 1902 Pres. A. J. Cassatt declines the invitation to the Washington conference on the grounds that the PRR has relatively little interest in the anthracite trade and has not been represented at earlier operators' conferences; he states that the strike is unwarranted and can only be ended by the men returning at the old wage rates. (Cornell)
- Oct. 2, 1902 New York State Board of Rapid Transit Commissioners holds public hearing on revised PRR tunnel franchise; labor representatives demand union shop, exclusion of immigrant labor, 8-hour day, minimum wage, and access to works by union officials and make threats of strikes and labor stoppages if demands are not met; ex-Mayor Abram S. Hewitt, speaking for the Chamber of Commerce says city should not demand payment for the franchise. (NYT)
- Oct. 2, 1902 Baltimore & Delaware Bay Railroad conveys all property to Delaware

- Railroad for \$126,809; operation by PW&B ceases; unsold real estate from abandoned right of way is conveyed to the Manor Real Estate & Trust Company. (MB, Val)
- Oct. 2, 1902 Traverse City, Leelanau & Manistique Railroad obtains trackage rights from Manistee & Northeastern Railroad between Traverse City and Hatch's Siding. (Church)
- Oct. 3, 1902 Freight station at Warren, Pa., destroyed by fire; replaced in 1903. (AR)
- Oct. 3, 1902 Fearing a winter coal famine, Pres. Roosevelt convenes a meeting of United Mine Workers officials and anthracite coal operators at the temporary White House on Jackson Place [the White House is being remodeled by McKim, Mead & White]; Roosevelt states that he is compelled to act by the threat of a coal famine and asks each side to make sacrifices in the name of patriotism; Mitchell agrees to either meet with the operators or accept the award of a presidential commission; the operators are not allowed to respond until 3:00 PM, allowing Mitchell's comments to appear in the evening papers, while theirs must go over until next morning; at the afternoon session, Reading Pres. George F. Baer and the other operators present statements denouncing the UMW as a criminal conspiracy abetting violence, refusing arbitration, and demanding that the federal government restore order in the Anthracite Region, including by injunction as was done in the Pullman Strike, claiming that given adequate protection, they can mine as much as possible; however, Baer obliquely offers a counterproposal that local grievances be referred to the local courts; Lehigh independent operator John Markle (1858-1933) berates Roosevelt, who stifles his natural anger towards anyone talking back to him; Roosevelt, who is then confined to a wheelchair by a leg injury, later admits to wanting to have chucked Markle out of the window; the conference ends; the backlash against the operators apparently convinces A. J. Cassatt to cooperate with J. Pierpont Morgan in finding a solution to the strike. (Morris, Cornell, McDonald)
- Oct. 4, 1902 Capt. Franklin D. May (1812-1902), retired PRR traveling passenger agent, dies at the home of his brother at Somerset, Ohio; the body is shipped back to Broad Street Station for interment at West Laurel Hill Cemetery on Oct. 7. (PhlInq)
- Oct. 4, 1902 Atlantic City Railroad establishes what it claims is the "fastest train in the world" running between Philadelphia and Atlantic City in 1:00 flat or 0:48 from Camden. (RyW)
- Oct. 6, 1902 PRR Road Committee approves double track on the New Portage Railroad between Bennington and Duncansville; double track on the Hollidaysburg and Petersburg Branches, and completing double track on the West Penn Division between Bolivar and Kiskiminetas Jct. (MB)

- Oct. 6, 1902 Pennsylvania Company Executive Committee changes the name of “Osborne” station on the Eastern Division to “Glen Osborne.” (MB)
- Oct. 6, 1902 PCC&StL Railway Executive Committee authorizes proceeding with the extension to the Logansport roundhouse; extending 3rd & 4th tracks between McDonald and Bulger; 2nd track between Boyce and Houston on the Chartiers Railway, and interlockings at Woodville and Bridgeville; reducing grades on the Tuscarawas Hill. (MB)
- Oct. 6, 1902 Responding to the claims of the operators at the Washington conference, Gov. William A. Stone orders the entire Pennsylvania National Guard of nearly 9,000 men to the Anthracite Region; to counter the idea that the men will return to work with adequate protection, United Mine Workers Pres. John Mitchell calls for a series of union rallies on Oct. 8 to issue declarations that the operators’ statements regarding violence and intimidation are untrue; the increased military presence does not produce a return to work. (Cornell)
- Oct. 6, 1902 Reflecting the public pressure on the operators, George F. Baer is in a greatly agitated state going in to a meeting with J. Pierpont Morgan, waving reporters away with “nothing to say, nothing to say.” (Morris)
- Oct. 6, 1902 Anthony N. Brady, an associate of E. H. Harriman, contacts Ralph Easley of the Civic Federation with an offer of Harriman’s to secure arbitration of the anthracite coal strike; Harriman believes that the strike has gone on too long and proposes immediate resumption with an arbitration commission of an engineer, a miner and a third party to devise a settlement that will be retroactive to the end of the strike; Harriman believes he and his associates can pressure the operators into acceptance. (Cornell)
- Oct. 6, 1902 New York City coal dealers report a famine of both anthracite and bituminous coal; the small amounts of anthracite that can be obtained sell for \$20-25 per ton; thousands of cars of soft coal are stuck on Pennsylvania sidings because of traffic congestion. (NYT)
- Oct. 6, 1902 Week-long encampment of the Grand Army of the Republic, the organization of Union Civil War veterans, held in Washington, D.C.; railroads carry 200,000 passengers. (RRGaz)
- Oct. 7, 1902 Future traffic officer John B. Large (1882-1947) joins the PRR as a clerk at Germantown Jct. (North Philadelphia). (PRRBio)
- Oct. 8, 1902 PRR Board authorizes rebuilding a two-track railroad on the New Portage roadbed from east end of the Portage Tunnel at Gallitzin to Newry Jct. near Duncansville; also completion of two-track line between Duncansville and Petersburg; also realignment Metuchen-Stelton, N.J.; enlargement of the yard

at Patton, Pa., completion of second track between Bolivar and Kiskiminetas Jct., enlargement of the yard between East Liverpool and Wellsville, Ohio. (MB)

- Oct. 8, 1902 No. 6 rear-ended by Northeast Corridor train No. 76 while stopped by a hotbox near Menlo Park, N.J.; one killed, 19 injured. (NYT)
- Oct. 8, 1902 David T. Day, chief of the Division of Mineral Resources brings Pres. Roosevelt a further concession from Reading Pres. George F. Baer, who will now accept local arbitration of grievances, not only in the local courts of common pleas, but in any higher court that the Pres. might designate. (Cornell)
- Oct. 9, 1902 Board of Rapid Transit Railroad Commissioners for the City of New York passes revised Pennsylvania, New York & Long Island Railroad franchise for Penn Station project without labor provisions under prodding from Mayor Seth Low; letter from Pres. Cassatt read to Board implying that PRR will not accept labor provisions; includes Penn Station site in the block bounded by 7th Avenue, 31st Street, 9th Avenue, and 31st Street and a provision for a station at 4th Avenue. (NYT, CorpHist, NYState)
- Oct. 9, 1902 Baltimore, Chesapeake & Atlantic Railway Pres. Sutherland M. Prevost reports the sale of the ex-Wheeler Line steamboat *Easton* to the H.W. Williams Transportation Line of South Haven, Mich. (MB)
- Oct. 9, 1902 N.Y. Gov. Benjamin B. Odell and Sens. Matthew S. Platt of N.Y and Boies Penrose and Matthew Quay of Pennsylvania meet with Pres. Truesdale, Olyphant, E. B. Thomas and T. P. Fowler at New York to arrange a compromise of the anthracite coal strike by which the union would waive recognition in return for a 10% wage increase and arbitration of grievances; however, George F. Baer objects when consulted by the other operators. (Cornell)
- Oct. 9, 1902 Secretary of War Elihu Root proposes to J. Pierpont Morgan a face-saving solution to the anthracite coal strike, and immediate resumption followed by a commission of inquiry appointed by Morgan or Pres. Roosevelt, each company and representatives of its employees to appear before the commission with the total results embodied in a multi-year contract; Root is to come to New York for conferences with Morgan and A. J. Cassatt. (Cornell)
- Oct. 9, 1902 A multi-state convention at Detroit issues a call for various government interventions to end the anthracite coal strike, including civil and criminal proceedings against the anthracite railroads and their officers, ICC investigation of anthracite rates, giving the ICC absolute power to fix rates, placing the anthracite mines in federal receivership or outright nationalization of the anthracite mines. (Cornell)

- Oct. 9, 1902 Future LIRR historian Felix E. Reifschneider (1902-1986) born at Brooklyn, N.Y. (LIRRInfoBltn)
- Oct. 10, 1902 Pres. A. J. Cassatt meets separately with Pres. George F. Baer of the Reading and with Senators Matthew S. Quay and Boies Penrose regarding the anthracite coal strike; the other coal presidents, meeting in New York, delegate Baer and E. B. Thomas to represent them in another meeting in Sen. Platt's office; at that meeting, Baer objects to advice and interference of politicians, and had it not been for them the strike would have been over long ago; Gov. Odell replies indignantly that he is not a "politician" but the executive of the people of New York, and his state's institutions are suffering from the coal famine; the "politicians" threaten legislative actions against the companies in New York and Pennsylvania; the operators' group then issues a statement that a solution on the proposed terms is impossible. (NYT, Cornell)
- Oct. 11, 1902 Pres. Roosevelt extends invitations to ex-Pres. Grover Cleveland and others to serve as a commission to aid Commissioner of Labor Carroll D. Wright in an investigation of conditions in the anthracite industry; Roosevelt's intent is for this to serve as a pretext to have Gov. Stone ask him to send in the U.S. Army to seize the mines and reopen them, while the commission works out a labor settlement; however, the plan and commission are not implemented. (Cornell)
- Oct. 11, 1902 Secretary of War Elihu Root meets with J. Pierpont Morgan on his yacht *Corsair* in New York Harbor; they draft a proposal to be issued by the operators agreeing to arbitration by a presidential commission without formal recognition of the United Mine Workers of America. (Cornell)
- Oct. 11, 1902 Bedford & Hollidaysburg Railroad organized at Bedford by the purchasers of the Pennsylvania Midland Railroad; John M. Reynolds, Pres. (C&C)
- Oct. 13, 1902 More conferences held in Philadelphia with Pres. Cassatt, George F. Baer of Reading, and Senator Matthew S. Quay aimed at reaching a settlement in the anthracite coal strike. (NYT)
- Oct. 13, 1902 At 10:00 AM, Pres. Roosevelt issues an order to Gen. John M. Schofield to be ready to move at a half-hour's notice (and a prearranged call from Gov. Stone) to invade the Anthracite Region, seize the mines and operate them as a receiver while quelling the violence; at about the same time, Attorney General Philander C. Knox is addressing the Pittsburgh Chamber of Commerce warning that the Roosevelt Administration will use the Sherman Act against industrial combinations that try to evade regulation and hinting that the anthracite railroads will be a prime target. (Morris)
- Oct. 13, 1902 J. Pierpont Morgan and partner and former Roosevelt classmate Robert Bacon carry the signed "operators'" proposal for arbitration of the anthracite coal strike by a five-member presidential commission to Pres. Roosevelt, and it is

released to the press in the evening; the commission is to consist of a military engineer, a mining engineer not connected to the coal industry, a Federal Court judge from eastern Pennsylvania, an “eminent sociologist” and a man experienced in mining and selling anthracite. (Cornell)

- Oct. 13, 1902 Columbus & Logansport RPO extended to Columbus & Chicago RPO. (Kay)
- Oct. 13, 1902 Railroad of former Pittsburgh, Lisbon & Western Railway between New Galilee and Lisbon, Ohio, deeded to Pittsburgh, Lisbon & Western Railroad. (ICC)
- Oct. 13, 1902 Pennsylvania Company Executive Committee authorizes \$6,007,000 in improvements: a belt line at Wellsville from the Cleveland & Pittsburgh at East End to 12th Street and from Buckeye Brick Works east to 21st Street; third and fourth track between “FD” Tower to C&P Crossing at Alliance, plus one mile at Massillon and 4.5 miles at Canton; fifth track between Conway and Rochester; double track Arcola-Bourbon, Grovertown-Wanatah, Beaver-East End, Yellow Creek-Summitville, Alliance-Ravenna, Yellow Creek-Steubenville, and Kenwood-Wampum and manual block on all double track on the Western and C&P Divisions; third and fourth track between Lawrence Jct. and New Castle; telephone dispatching lines Wellsville-Cleveland, Sharon-Erie, and Niles-Ashtabula; “HF” and “JU” Interlockings at Lawrence Jct., “__” Interlocking at Wampum Jct. (MB)
- Oct. 14, 1902 Central Federated Union holds protest on New York City Hall steps against PRR tunnel franchise to influence vote of Board of Aldermen; draws only a small crowd. (NYT)
- Oct. 14, 1902 Connecting Railway Board authorizes building a grain elevator, freight house and delivery yard on the north side of the tracks between Broad Street and Germantown Avenue. (MB)
- Oct. 14, 1902 Aaron Ogden Dayton (1851-1902), General Superintendent of West Jersey & Seashore Railroad and General Superintendent of Philadelphia & Camden Ferry Company, dies at Camden at 52. (MB, ATO, AR)
- Oct. 14, 1902 Pittsburgh, Kenova & Cincinnati RPO cut to Pittsburgh & Kenova RPO. (Kay)
- Oct. 14, 1902 Pres. Roosevelt releases the Corsair Agreement to the press. (Morris)
- Oct. 15, 1902 Theodore N. Ely, Chairman of Mechanical & Electrical Advisory Committee, recommends beginning design of all-steel car for use on Penn Station line; finds wooden cars of IRT unsatisfactory. (AJC 32/43)
- Oct. 15, 1902 Paul D. Cravath deeds the part of the Columbus, Sandusky & Hocking Railroad from the junction with the Cleveland, Akron & Columbus Railway in

Columbus to Sandusky to the Toledo, Walhonding Valley & Ohio Railroad.
(Church, C&C, GrnBk)

- Oct. 15, 1902 After the anthracite operators reject United Mine Workers Pres. John Mitchell's demand for two additional members, one from organized labor and one from the Catholic clergy, for the presidential commission, Morgan partners George W. Perkins and Robert Bacon, both friends of Pres. Roosevelt, arrive at the temporary White House at 7:00 PM and meet with him for 6 hours to find a face-saving solution; they agree to Roosevelt appointing his labor representative as the "eminent sociologist" and to the addition of Bishop John L. Spalding of Peoria. (Morris, Cornell)
- Oct. 15, 1902 Juniata outshops the first Class B6 0-6-0 shifter for Lines West; the delay in filling the rest of the order leads Lines West management to turn to outside builders. (Keystone)
- Oct. 1902 PRR is building two freight stations at Centre Street, Newark, one on the site of the old station and one at River & North Canal Streets. (RRGaz)
- Oct. 1902 PRR embargoes coal from the Pittsburgh District to points east of Altoona because of clogged tracks; last month carried 100,000 tons; shipments increased because of anthracite strike. (RRGaz)
- Oct. 1902 George Gibbs completes plans for an all-steel subway car for the Interborough Rapid Transit Company (IRT); Pres. Cassatt has offered to have a prototype constructed quickly at the Altoona Shops, with the idea of adopting the technology for PRR use. (PR, PaNews)
- Oct. 1902 PRR develops Class Gr 50-ton steel underframe gondola car and Class Gs all steel gondola. (RRGaz)
- Oct. 1902 Pavonia Shops near Camden enlarged and electrified. (RRGaz)
- Oct. 1902 Shenango & Beaver Valley Railroad surveys line between New Galilee and Chewton. (Cole)
- Oct. 16, 1902 Baltimore, Chesapeake & Atlantic Railway contracts with the Maryland Steel Company of Baltimore County at Sparrows Point for the *Virginia*, a sister ship to the *Maryland* of 1902. (MB, Burgess)
- Oct. 16, 1902 Paul D. Cravath deeds the portion of the Columbus, Sandusky & Hocking Railroad between Columbus and Shawnee to the Zanesville & Western Railway, part of the Hocking Valley system; eventually becomes part of the NYC system. (GrnBk, C&C)
- Oct. 16, 1902 Pres. Roosevelt appoints the Anthracite Coal Strike Commission to arbitrate

the anthracite coal strike; proves a major political victory for both Roosevelt and the United Mine Workers. (EAH, Rdg AR)

- Oct. 17, 1902 Zanesville & Western Railway incorporated in Ohio to take the portion of the Columbus, Sandusky & Hocking Railroad south of the Cleveland, Akron & Columbus Railway crossing in Columbus. (GrnBk)
- Oct. 18, 1902 Western Union Telegraph Company files in U.S. District Court in Pittsburgh for injunction to prevent PRR System from removing its poles and wires. (NYT)
- Oct. 20, 1902 Work begins on rebuilding New Portage Railroad as a double-track relief line between Gallitzin and Duncansville. (Snyder)
- Oct. 20, 1902 PRR Road Committee approves track pans at Radnor, Downingtown and Lenover; approves track elevation between Highspire and Steelton. (MB)
- Oct. 20, 1902 Pittsburgh, Lisbon & Western Railroad acquires railroad between Salem and Washingtonville, Ohio, (Salem Railroad) built in 1892, from Myron T. Herrick (1854-1929); Herrick had promoted the extension of the Wheeling & Lake Erie Railroad to Youngstown. (ICC, Cole)
- Oct. 20, 1902 First Bessemer rails rolled at the new works of the Lackawanna Steel Company at Lackawanna, N.Y., south of Buffalo. (BethStl)
- Oct. 21, 1902 Small committees begin line inspections in place of large annual fall inspection party; too many officers are preoccupied with other matters this year; first year that the inspection has been cancelled. (RRGaz)
- Oct. 22, 1902 PRR Board authorizes: track pans at Radnor and Lenover on the Philadelphia Division and Baileys on the Middle Division; elevation of tracks between Steelton and Highspire to clear high-water mark; purchase of Pennsylvania Midland Railroad (Cessna-Brookes Mills) and reorganization as Bedford & Hollidaysburg Railroad. (MB)
- Oct. 22, 1902 New York & Jersey Railroad places first ring in resumed north tunnel using the Greathead shield left in place by S. Pearson & Son in the 1890s. (Jacobs)
- Oct. 22, 1902 Queen Anne's Railroad Executive Committee discusses alterations to the steamboat *Queen Caroline* and orders a speed trial. (MB)
- Oct. 22, 1902 PRR leases property of Western New York & Pennsylvania Railway for 20 years from Aug. 1, 1903. (Church)
- Oct. 23, 1902 PRR orders 221 Class H6a 2-8-0's from the Baldwin Locomotive Works. (Keystone)

- Oct. 23, 1902 Representatives of the Fuller Syndicate elected to the Board of the West Virginia Central & Pittsburgh Railway, and Winslow S. Pierce, a longtime associate of the Goulds elected Pres. (RyW)
- Oct. 23, 1902 United Mine Workers ends the anthracite coal strike by agreeing to arbitration by the Anthracite Coal Strike Commission appointed by Pres. Roosevelt. (AR, McDonald)
- Oct. 24, 1902 PW&B Board terminates its contract with the Western Union Telegraph Company. (MB)
- Oct. 25, 1902 A. J. Cassatt writes to William K. Vanderbilt urging him to take a half-interest in the Reading Company purchase but demands a traffic contract to protect the B&O; the NYC&HR has 4 interchanges with the Reading and the B&O only 1. (Wheeler)
- Oct. 25, 1902 Local Grievance Committee of Brotherhood of Railroad Trainmen representing 17 railroads in Chicago Switching District presents demands for 5-cent per hour increase effective Nov. 1.
- Oct. 25, 1902 John S. Williams of the Seaboard Air Line system writes to Henry Walters asking if the Atlantic Coast Line Railroad's purchase of the Louisville & Nashville Railroad will affect his interchange; despite assurances, the SAL begins building its own line between Atlanta and Birmingham. (Hoffman)
- Oct. 27, 1902 Annual track inspection train leaves Philadelphia carrying Pres. Cassatt and staff; is equipped with telephones for communication between cars; idea of W.S. Brown, Electrical Engineer at Philadelphia. (RyW,)
- Oct. 27, 1902 Pennsylvania, Monongahela & Southern Railroad incorporated in Pa. under articles dated Oct. 24 to build from West Brownsville to Little Whately Creek; controlled by Pittsburgh capitalists; James Neale, Pres. (Val, RyW, C&C)
- Oct. 27, 1902 The Philadelphia Electric Company incorporated in Pa.; it is controlled by the Philadelphia Electric Company (N.J.) and in turn leases all the individual small power companies in the City of Philadelphia. (Wainwright)
- Oct. 28, 1902 Southbound yard opens at Thurlow, Pa., on Maryland Division. (WEJ)
- Oct. 28, 1902 Edge Moor Yard north of Wilmington, Del. partially open handling local freight; relieves pressure on Grays Ferry Yard. (WEJ)
- Oct. 28, 1902 PFW&C Railway Executive Committee approves the following betterments for 1902: double-tracking, Arcola-Warsaw and Warsaw-Etna Green; combination station at Conway, new erecting shop at Fort Wayne. (MB)

- Oct. 29, 1902 William K. Vanderbilt accepts A. J. Cassatt's offer for the NYC&HR to take a half-interest in the Reading Company purchase, but refuses a traffic contract with the B&O. (Wheeler)
- Oct. 29, 1902 General Solicitor James Addison Logan (1839-1902) dies suddenly at home at Bala, Pa. (MB, AR, RyW)
- Oct. 30, 1902 Delaware River flood crests at 9 feet at Trenton. (RyAge/Chi)
- Oct. 30, 1902 Anthracite Coal Strike Commission begins a 7-day tour of the Anthracite Region, beginning at Forest City in the extreme northeast and working southwestwards. (Cornell)
- Oct. 31, 1902 Lines West Executive Committee declines the demand of St. Louis, Vandalia & Terre Haute Railroad receiver Henry C. Begole to turn over \$279,364 in cash on deposit with the Pennsylvania Company. (MB)
- Nov. 1, 1902 New organization manual: Engineering Dept. recreated independent of the Transportation Dept.; headed by Chief Engineer William H. Brown, who continues reporting directly to Second VP Charles E. Pugh; subordinates are the Assistant to the Chief Engineer and the Engineer of Bridges. (MB)
- Nov. 1, 1902 Joseph B. Baker named Superintendent of Philadelphia Terminal Division, replacing D.H. Lovell, who replaces the late A. O. Dayton as Superintendent of West Jersey & Seashore and Philadelphia & Camden Ferry Company; Ernest J. Cleave (1864-) named Superintendent of Cambria & Clearfield Division, replacing Baker. (AR)
- Nov. 1, 1902 PRR offers \$50 million of 10-year, 3½% convertible gold bonds to stockholders for financing construction of Penn Station and other projects. (MB, C&C)
- Nov. 1, 1902 Philadelphia, Wilmington & Baltimore Railroad (PW&B) and Baltimore & Potomac Railroad consolidated to form Philadelphia, Baltimore & Washington Railroad (PB&W) under agreement of July 15, 1902; consists of Maryland Division (Philadelphia-Washington), Delaware Division, and Central Division; E.F. Brooks continues as General Superintendent. (Val, MB)
- Nov. 1, 1902 A. J. Cassatt writes to William K. Vanderbilt withdrawing his offer for the NYC&HR to have half the Reading; notes that the NYC&HR demanded a traffic contract to protect the relationship between the Big Four and the Chesapeake & Ohio Railway. (Wheeler)
- Nov. 1, 1902 Northern Central Railway places covered Pier No. 6 in service at Canton, Md.; 934 x 120. (AR)

- Nov. 1, 1902 J. W. Troxel resigns as General Manager of the Queen Anne's Railroad and duties give to the Pres. (MB)
- Nov. 1, 1902 Sandusky Division of former Columbus, Sandusky & Hocking Railroad (Columbus-Sandusky) becomes part of Toledo Division.
- Nov. 1, 1902 Special carrying Prince Henry of Prussia passes Altoona en route to the West. (Snyder)
- Nov. 1, 1902 PRR System (East & West) grants a 10% wage increase to all those making less than \$200 per month to cope with inflation. (MB)
- Nov. 1, 1902 PCC&StL Railway and B&O agree for joint ownership and operation of Tylerdale Connecting Railroad; is to be operated by the B&O at the joint expense of both railroads in proportion to the number of loaded cars handled by each. (Church, C&C)
- Nov. 1, 1902 Wolf Creek Branch of Western New York & Pennsylvania Railway opens for revenue passenger service between Leesburg and Heath, Pa. (tt, Cole)
- Nov. 1, 1902 Second track opens between Onward and Anoka, Ind., with change of grade. (AR)
- Nov. 1, 1902 St. Louis National Stock Yards Company agrees with Terre Haute & Indianapolis Railroad to handle livestock between Willows and the National Stock Yards at East St. Louis. (Church)
- Nov. 1, 1902 Shenango & Beaver Valley Railroad merged into Pittsburgh, Lisbon & Western Railroad. (Cards)
- Nov. 2, 1902 PRR and Southern Railway inaugurate fast all-mail train between New York and New Orleans and Birmingham via Atlanta; runs through in 33 hours vs. 40 hours for fastest previous time; leaves Jersey City 2:10 AM; first all-mail express train south of Washington; consist is three postal cars and one express car. (Guide, RyW)
- Nov. 2, 1902 Southern Railway withdraws *Washington, Richmond & Florida Limited* Nos. 29-30 via RF&P, Richmond and Charlotte established in Nov. 1901; replaced by *Washington & Florida Limited* Nos. 30-35 via Lynchburg. (AR, Guide, Mordecai)
- Nov. 2, 1902 Newspaper publisher William Randolph Hearst (1863-1951) files with the ICC to investigate and break up the anthracite coal combination, which he charges with various abuses. (194 US 24, Bogen)

- Nov. 3, 1902 D.H. Lovell (1853-1919) appointed Superintendent of the West Jersey & Seashore Railroad, replacing A.O. Dayton, deceased. (MB)
- Nov. 3, 1902 ATO report on passenger car toilets note that the problem cannot be solved, as there is yet no practical clay or chemical toilet without odors; orders placing “no spitting” signs in all non-smoking cars; found to be effective in cars where women travel but not in male smoking cars. (ATO)
- Nov. 4, 1902 Interview with A. J. Cassatt published in New York *Herald* rebutting arguments made by the New York Board of Aldermen. (RyW)
- Nov. 4, 1902 Second track opens between Boone and Thornehope on PCC&StL. (AR)
- Nov. 5, 1902 Queen Anne’s Railroad Executive Committee discusses locating a county fairground at Queenstown to generate traffic; William D. Uhler appointed Assistant General Manager. (MB)
- Nov. 5, 1902 Toledo, Walhonding Valley & Ohio Railroad rejects leases of Columbus Terminal & Transfer Railroad and trackage rights over Columbus Connecting & Terminal Railroad (N&W) at Columbus made by Columbus, Sandusky & Hocking Railroad. (Church)
- Nov. 5, 1902 Norfolk & Western Railway Pres. Frederick. J. Kimball writes to Chesapeake & Ohio Railway Pres. George W. Stevens urging him to join the N&W in frustrating the Deepwater Railway by purchasing rights of way. (Lambie)
- Nov. 7, 1902 Electric arc lighting placed in service at Conway Yard.
- Nov. 7, 1902 Charles Delos Law (1844-1902), Real Estate Agent of Lines West, dies at Bellevue at age 68 after 30 years of service. (MB, RyW - not same as C.D. Law b. 1844?)
- Nov. 8, 1902 R.H. Macy & Co. moves from 14th Street to a large new department store at 34th Street & 6th Avenue; marks the beginning of the relocation of the retail district further northward and gives the impression that it will move up Broadway toward the West Side, making a rationale for the location of Penn Station. (NYT)
- Nov. 9, 1902 Daniel H. Burnham, Pierce Anderson and Ernest R. Graham meet with Pres. A. J. Cassatt in Philadelphia; Cassatt agrees for their terms for the design of Washington Union Station, including the power plant and mail building and all work south of H Street. (Moore)
- Nov. 10, 1902 Bedford & Hollidaysburg Railroad incorporated in Pa. under articles dated Nov. 1 as the reorganization of the Pennsylvania Midland Railroad. (Val, C&C)

- Nov. 10, 1902 Wellsburg & State Line Railroad adopts location; 2 miles are built from the Wheeling Branch near the mouth of Buffalo Creek to the mines of the Wellsburg Coal Company. (MB)
- Nov. 10, 1902 William K. Vanderbilt again declines Cassatt's offer for NYC&HR to take half-interest in Reading Company if coupled with a traffic contract. (Wheeler)
- Nov. 10, 1902 Switchmen's Union offers to settle with railroads in Chicago Switching District at 2.5 cent increase for helpers and 3 cents for foremen, undercutting Brotherhood of Railroad Trainmen.
- Nov. 10, 1902 New York National Land Association, a New Jersey corporation, agrees with GR&I and Michigan Central Railroad to develop the unsettled part of the southern peninsula of Michigan north of Reed City. (Church)
- Nov. 11, 1902 Zanesville Terminal Railway conveys one half interest each to Zanesville & Western Railway and Cincinnati & Muskingum Valley Railroad. (Church)
- Nov. 11, 1902 Shenango & Beaver Valley Railroad (Salem-Washingtonville, Oh.) merged into Pittsburgh, Lisbon & Western Railroad under agreement of Nov. 8. (ICC)
- Nov. 12, 1902 PRR Board authorizes car delivery yard between 11th and 13th Streets, Pittsburgh, on Allegheny Valley Railway. (MB)
- Nov. 12, 1902 George V. Massey (1841-1924) appointed General Solicitor, replacing James A. Logan, deceased; Montgomery Smith (1862-) to Assistant to the Purchasing Agent. (MB, PRRBio)
- Nov. 12, 1902 Pullman orders "Yellow Kid" color scheme on *Pennsylvania Limited* and *Congressional Limited* cars replaced by Tuscan Red when next reshopped. (SRea 47/47)
- Nov. 12, 1902 Ground broken for the extension of the Interborough Rapid Transit (IRT) subway to Brooklyn. (Stokes)
- Nov. 12, 1902 Railroads in Chicago Switching District sign settlement with Brotherhood of Railroad Trainmen covering switchmen with 3 cent per hour increase for helpers and 4 cents for foremen; has ripple effect throughout western territory.
- Nov. 13, 1902 Board of Rapid Transit Commissioners passes PRR tunnel franchise and forwards to Board of Aldermen; Tammany Hall leader Charles F. Murphy orders Tammany members of Board of Aldermen to cease opposition to PRR tunnel franchise, even without labor provisions. (NYT)
- Nov. 13, 1902 PRR grants 10% general wage increase to all employees earning less than

\$200 per month retroactive to Nov. 1; piecework rates raised 10% on Lines West; Pres. Cassatt notes that the cost of living has increased 25-30% since the depression of the 1890s; in fact, inflation means that despite various increases won by the unions, real wages do not change significantly from 1890s levels until 1918. (NYT, LbrChron, AMartin)

- Nov. 13, 1902 PRR grants B&O trackage rights over Hempfield and Youghiogheny Branches between Edna Jct. No. 2 and Andrews Run Jct. to reach its Andrews Run Branch near Ocean Coal Company's Shaft No. 2. (MB, Val)
- Nov. 13, 1902 Terminal Realty Company incorporated in Missouri in interest of Terminal Railroad Association of St. Louis for purpose of acquiring right of way for elevated railroad connecting the Eads Bridge with the elevated of the St. Louis Merchants Bridge Terminal Railway. (Church)
- Nov. 14, 1902 *New York Times* reports that freight congestion on PRR at Pittsburgh is so bad that company is thinking of embargoing all shipments in and out. (NYT)
- Nov. 14, 1902 Anthracite Coal Strike Commission begins formal hearings at Scranton. (Cornell)
- Nov. 15, 1902 PRR director and former General Superintendent and Purchasing Agent Enoch Lewis (1821-1902) dies at his home on Powelton Avenue, Philadelphia. (MB, PubLdgr).
- Nov. 15, 1902 PRR files response to charges brought before ICC by newspaper publisher William Randolph Hearst (1863-1951) against the anthracite railroads, stating that its anthracite rates are entirely just. (NYT)
- Nov. 1902 PRR purchases an additional 164,719 shares of B&O common for \$16.5 million. (Wheeler)
- Nov. 1902 Engineer Charles Soosmith (1856-1916) proposes that the PRR Hudson River Tunnels be built by freezing the silt with refrigeration machines, a process that he has patented. (RRGaz)
- Nov. 1902 Peters Creek Branch of Pittsburgh, Virginia & Charleston Railway extended 0.42 mile. (Val)
- Nov. 1902 Dayton, Lebanon & Cincinnati Railroad opens from Hempstead to Dayton State Hospital at Lambeth (3.6 miles) on a direct line to Dayton; unable to continue into Dayton for lack of a franchise. (Hauck, RRGaz)
- Nov. 1902 Charles L. Addison (1868-) named Superintendent of the LIRR. (PRRBio)
- Nov. 1902 Pennsylvania Company again changes its designation of non-PRR standard

- locomotives; Classes A-odd, B-odd, C-odd and D-odd become Classes A29, B29, C29 and D29. (Keystone)
- Nov. 1902 Anthracite coal is still scarce in Albany, N.Y., and is only being sold in small lots to prevent hoarding. (Reynolds)
- Nov. 1902 The first installment of *The History of the Standard Oil Company* by Ida M. Tarbell (1852-1944) appears in *McClure's Magazine*; it is collected in book form in 1904; Tarbell is the daughter of an Oil Region pioneer ruined through refusal to deal with John D. Rockefeller and has a brother connected with the Pure Oil Company; Tarbell's method is to reproduce extracts and original documents and let the reader draw his or her own conclusions; she calls for free and equal access to transportation by all modes and its separation from manufacturing; the work becomes one of the most significant Progressive Era "muckraking" exposés of big business. (Johnson)
- Nov. 18, 1902 Pres. Cassatt, VPs Charles E. Pugh and Sutherland M. Prevost, and Chief Engineer William H. Brown confer in Pittsburgh with Robert Pitcairn and division superintendents on plans to relieve Pittsburgh freight congestion; U.S. Steel Corporation makes a public statement that situation has grown ever more critical over last week, and it may be forced to shut down Duquesne and Homestead Works for lack of pig iron. (NYT)
- Nov. 18, 1902 B&O Pres. L. F. Loree informs B&O Finance Committee that he has purchased 1,120,000 shares of Reading Company through Kuhn, Loeb & Co. for \$43 million; to be split 50-50 with NYC&HR; PRR has decided to control the Reading through the B&O to avoid possible uproar in southeastern Pennsylvania. (Wheeler)
- Nov. 1902 Tidewater Bituminous Steam Coal Traffic Association adopts formula at suggestion of PRR VP John B. Thayer that each railroad adopts rates "independently" at meetings rather than a formal rate-setting agreement. (Lambie)
- Nov. 19, 1902 Alfred Walter resigns as Pres. of the Lehigh Valley Railroad. (AR)
- Nov. 20, 1902 Fairview (Enola) Yard contracted to H.S. Kerbaugh Company. (RRGaz)
- Nov. 20, 1902 Dissatisfied with Weems Steamboat Company service on the upper Rappahannock River, the Peoples Steamboat Company, led by William D. Carter of the Fredericksburg Business Men's Association, begins running the steamboat *Tourist* between Fredericksburg and Urbanna, for the purpose of bringing country business to Fredericksburg; they begin using landings owned or leased by the Weems Steamboat Company of Baltimore City. (Holly)
- Nov. 21, 1902 Delaware River Ferry Company of New Jersey contracts with the Neafie &

- Levy Ship & Engine Building Company for the ferry *Ocean City*. (MB)
- Nov. 21, 1902 Penfield Coal Company opens 1.09 mile branch from Allegheny Valley Railway at Penfield to coal mines. (Val)
- Nov. 21, 1902 Wayne MacVeagh, counsel for the Erie Railroad's coal companies acting for the operators, meets with John Mitchell, Clarence Darrow, counsel for the miners, and anti-monopoly muckraker Henry Demarest Lloyd in an attempt to reach an "out of court" settlement of some of the issues before the Anthracite Coal Strike Commission; MacVeagh notes that the anthracite railroads have already granted a 10% increase to their railroad workers and will almost certainly do so for their coal miners as well; the railroad coal companies propose a settlement including indirect recognition of the union, payment for coal mined by the ton rather than the car, and the establishment of grievance committees; the plan founders on the opposition of the independent operators, who demand a reduction in rail rates or an increase in the price of coal to cover the wage increase; they insist on a full airing of matters before the Commission, which is also the position of Reading Pres. George F. Baer. (Cornell)
- Nov. 22, 1902 U.S. Circuit Court for New Jersey issues a preliminary injunction in favor of the Western Union Telegraph Company, temporarily blocking the PRR's attempt to oust it from its lines. (NYT)
- Nov. 22, 1902 Last NYC and first Penn Central Pres. Alfred Edward Perlman (1902-1983) born at St. Paul, Minn. (WwasW)
- Nov. 23, 1902 PRR mounts major effort to break blockade in Pittsburgh; in 5 hours, 95 trains sent east over Pittsburgh Division; in 24 hours beginning 9:00 AM on Nov. 23, 929 trains containing 46,225 cars moved in and out of Pittsburgh: 294 trains (14,700 cars) on PRR, 180 on Fort Wayne (9,000 cars), and 245 on Pan Handle (12,025 cars); major yards cleared, permitting cars backed up on sidings over a 30-mile radius to be moved; B&O moves 4,500 cars in 90 trains; P&LE moves 6,000 cars in 120 trains. (NYT, RyW)
- Nov. 24, 1902 Board of Railroad Commissioners of the State of New York grants certificate of convenience and necessity for the Pennsylvania, New York & Long Island Railroad PRR tunnels at New York City. (CorpHist)
- Nov. 24, 1902 PRR Road Committee authorizes construction of a yard at Lovett on the South Fork Railroad. (MB)
- Nov. 24, 1902 Pennsylvania Company Executive Committee; authorizes rebuilding a spur of the Greene County Coal Branch to the mine of the Island Coal Company; authorizes a coal branch up Rush Run on the Cleveland & Pittsburgh Division. (MB)

- Nov. 24, 1902 PCC&StL Railway Executive Committee authorizes the purchase of 3,000 tons of 100-lb. nickel-steel rails from the Carnegie Steel Company as a test for use on heavy curves at the east end of the Pittsburgh Division; authorizes extending the New Cumberland Branch up King Creek in W.Va.; authorizes a new 75-foot turntable at Indianapolis. (MB)
- Nov. 24, 1902 Joseph Miller Wilson (1838-1902), son of William Hasell Wilson and member of Wilson Brothers & Co., dies at Philadelphia. (RRGaz)
- Nov. 24, 1902 Under growing pressure and threats of lawsuits from the city's commercial interests, Asbury Park founder James A. Bradley submits his resignation as Mayor and offers to sell the city the beachfront, boardwalk and related facilities, opening possibilities for more development and Sunday activity unrestricted by the Ocean Grove Camp Meeting Association's blue laws. (NYT)
- Nov. 24, 1902 Cleveland Short Line Railway incorporated in Ohio in the interest of the NYC&HR to build a line bypassing the congestion at Cleveland on the south side between Fairport and Lorain, later changed from Collinwood and Rockport. (GrnBk)
- Nov. 25, 1902 Pres. Cassatt waives his demand that the NYC&HR and B&O sign a traffic contract covering the Reading Company in advance, if the NYC&HR agrees to work it out with the Reading later. (Wheeler)
- Nov. 25, 1902 Hump opens at Edge Moor Yard north of Wilmington, Del. (WEJ)
- Nov. 25, 1902 Northern Central Railway Board authorizes third and fourth tracks between Little Conewago Creek and Bridgeport (Lemoyne), 17.5 miles; approves modified plan for gravity yards west of Fairview, what will become Enola Yard. (MB)
- Nov. 25, 1902 Columbia & Port Deposit Railway Board authorizes building third and fourth tracks between Columbia and Creswell (5.5 miles). (MB)
- Nov. 26, 1902 PRR Board authorizes construction of a low grade freight line between Atglen and Marysville; construction of West Philadelphia Elevated freight line (the "High Line") between 36th Street on the Main Line and the Delaware Extension near the Arsenal Bridge, to allow freight to bypass the congestion in the yards and not foul the passenger tracks; classification yard near Lovett on the South Fork Railroad. (MB)
- Nov. 26, 1902 Pennsylvania Company Board approves \$6 million for improvements over next two years, including completion of double track between Pittsburgh and Chicago and between Hudson and Ravenna, and surveys for a low-grade line

- between Red Bank and Lawrence Jct. on the PFW&C. (NYT)
- Nov. 26, 1902 PCC&StL Board approves \$1.5 million for improvements, including double track west of Columbus, third track between Pittsburgh and Steubenville, and double-tracking part of the Chartiers Railroad. (NYT)
- Nov. 26, 1902 Legal Dept. reorganized; General Solicitor George V. Massey named to the new department head position of General Counsel; Francis I. Gowen (1855-1927), formerly Pres. of Choctaw, Oklahoma & Gulf Railroad and a nephew of Franklin B. Gowen, named General Solicitor. (MB)
- Nov. 26, 1902 Western Union Telegraph Company's suit against PRR for injunction to block removal of wires heard before U.S. Circuit Court at Pittsburgh. (NYT)
- Nov. 26, 1902 Hillside Coal & Coke Company incorporated in Pa. by H. E. Clark, J. D. Ake, S. H. Hicks and J. O. Clark to operate at Glen Campbell in Indiana County; it opens two mines on the PRR with a capacity of 1,000 tons per day, but the PRR discriminates against it and ships only a fraction of this. (Stewart)
- Nov. 27, 1902 Merger of the Big Five meat-packing firms fails after Jacob Schiff of Kuhn, Loeb & Co. declines the loan, sensing that the market is overextended. (FoodInvestigation)
- Nov. 28, 1902 York Haven & Rowenna Railroad incorporated under articles originally drawn in Dec. 1891 to build PRR low grade freight line between Shocks Mills and Wago Jct., Pa.; Samuel Rea, Pres., and William H. Brown, Chief Engineer. (C&C)
- Nov. 28, 1902 Mineral Railroad & Mining Company grants 10% wage increase to all employees making less than \$200 per month. (MB)
- Nov. 28, 1902 Lykens Valley Coal Company Board authorizes the construction of a washery to reclaim 387,600 tons from the culm banks. (MB)
- Nov. 28, 1902 U.S. District Court for Indiana orders Terre Haute & Indianapolis Railroad ___ Volney T. Malott to deposit the moneys due the St. Louis, Vandalia & Terre Haute Railroad with the Pennsylvania Company. (AR)
- Nov. 29, 1902 Shield of north tunnel of New York & Jersey Railroad has advanced and additional 136 feet when it encounters a rock ledge or reef rising partway above the plane of the tunnel with soft, saturated silt above. (Jacobs)
- Nov. 29, 1902 Cleveland & Pittsburgh Railroad refunds the purchase money for the Beaver Dam Branch to the East Goshen Coal Company because of the use of the branch for shipment for another coal company. (Church)

- Nov. 30, 1902 PRR stages second Sunday of tackling Pittsburgh blockade; 5,000 cars moved through transfer stations compared to 4,500 in a normal day; Pittsburgh Terminal Board of division superintendents under Superintendent of Terminals R. M. Patterson meets twice a day during crisis. (RRGaz)
- Late 1902 Third and fourth tracks opens between PV&C Jct. and Sheridan on Pittsburgh Division (PCC&StL). (AR)
- Dec. 1, 1902 U.S. Supreme Court rules that Northern Central Railway is subject to Maryland tax act of 1890 establishing a tax on all railroads of 1% of gross receipts and has no exemption under the act of 1880 setting the only tax on the NC at ½% of gross receipts; rules that it is not a federal matter, and ruling of highest state court stands. (MB, RyW)
- Dec. 1, 1902 Clayton & Chestertown RPO renamed Masseys & Chestertown RPO. (Kay)
- Dec. 1, 1902 Gordon Heights renamed River View on Maryland Division. (Guide)
- Dec. 1, 1902 NYP&N, Cincinnati & Muskingum Valley Railroad increase wages 10%. (MB)
- Dec. 1, 1902 Union Steel Company acquires all the capital stock and property of the Sharon Steel Company; United States Steel Corporation then acquires the Union Steel Company from the Mellons as a subsidiary. (AI&SI, Moodys)
- Dec. 2, 1902 Northern Central Railway lawyer Bernard Carter notes that the Supreme Court ruling will also expose the NC to local city and county property taxes, once local communities get wise to it. (MB)
- Dec. 2, 1902 PCC&StL contracts for third track between Steubenville and Mingo Jct.; second track between Boyce and Canonsburg, Pa. (RRGaz)
- Dec. 2, 1902 In his second annual message, Pres. Theodore Roosevelt only reasserts Congress's power to regulate interstate commerce without specific proposals. (NYT, Kolko)
- Dec. 3, 1902 New York Board of Trade & Transportation votes to urge Board of Aldermen to pass PRR tunnel franchise. (NYT)
- Dec. 4, 1902 Glen Cove Railroad incorporated in N.Y. to build street railroad from Glen Cove Landing to Sea Cliff; controlled by LIRR. (MB, NYState)
- Dec. 4, 1902 Eben B. Thomas elected Pres. of the Lehigh Valley Railroad, replacing Alfred Walter, resigned. (AR)
- Dec. 4, 1902 J.P. Morgan & Co. announces that it is calling in the stock of the (Hocking

Valley??) for sale; it is to be resold 1/3 to the PCC&StL Railway, 1/6 to the B&O, 1/6 to the C&O, 1/6 to the Erie Railroad, and 1/6 to the LS&MS. (Miller - check)

- Dec. 1902 PRR is using 10 large locomotives leased from Ferrocarril Nacional de Mexico to ease congestion on Lines West at Pittsburgh. (RyW)
- Dec. 7, 1902 New York Central Federated Union votes to try to prevent passage of PRR tunnel franchise. (NYT)
- Dec. 8, 1902 Merchants' Association of New York receives reply of Pres. Cassatt to query of Dec. 5 regarding PRR's intentions as regards LIRR and Montauk Point; Cassatt states that PRR never had any intention of creating a rival port at Montauk, as no shipper would pay the extra railroad freight charges; tunnels are to be for passengers only to get better share of New York passenger market and develop LIRR suburban and resort traffic; freight will be floated to Bay Ridge or distributed by water to vessels and piers; Association sends letter endorsing PRR franchise to Board of Aldermen. (NYT)
- Dec. 8, 1902 PRR Road Committee authorizes extension of the four-track system between Summerhill and South Fork Tipple on the Pittsburgh Division; building a roundhouse at Blair Furnace on the Altoona Division; automatic block signals and interlockings on the Perth Amboy Branch and NY&LB between Rahway Jct. and Point Pleasant. (MB)
- Dec. 8, 1902 Edge Moor Transfer freight station opens north of Wilmington, Del. (WEJ)
- Dec. 8, 1902 Samuel Rea, George W. Boyd and L. F. Loree attend the House District Committee hearing on a joint Union Station; committee recommends a Massachusetts Avenue site and rejects a site further south on C Street. (RyW)
- Dec. 8, 1902 Burnsville & Eastern Railroad incorporated in W.Va. by Little Kanawha Syndicate to build from Burnsville to Belington and Western Maryland Railroad. (Church)
- Dec. 8, 1902 Canton & East Liverpool Railroad (Pa.) incorporated to build from Smiths Ferry to Ohio state line, about 3,500 feet, in connection with Ohio company of same name incorporated in 1895; PRR takes over, as would form independent railroad parallel to Cleveland & Pittsburgh. (MB, RRGaz, Cards)
- Dec. 8, 1902 Wabash Railroad pays the Logansport & Toledo Railway \$30,000 for 350 Red Line box cars taken from the predecessor company at the time of lease and never returned; the Wabash claimed it paid the equipment trust certificates and was thus entitled to ownership. (MB)
- Dec. 8, 1902 Bennington & North Adams Street Railway incorporated in Vt. (Moody's)

- Dec. 9, 1902 Lines East General Manager John B. Hutchinson (1844-1934) resigns because of stress and overwork brought on by the large increase in business in the last two years, effective Jan. 1; given four-month leave, after which he is to be Assistant to Second VP Charles E. Pugh. (MB)
- Dec. 10, 1902 PRR Board authorizes installation of automatic block signals on NY&LB and between Rahway and Woodbridge Jct. (MB)
- Dec. 10, 1902 PRR Board approves a new contract with the Western Union Telegraph Company. (MB)
- Dec. 10, 1902 Pennsylvania Steel Rolling Stock Trust organized with capital of \$10 million. (MB)
- Dec. 11, 1902 N.Y. Board of Railroad Commissioners grants certificate of public convenience to Pennsylvania, New York & Long Island Railroad. (NYState)
- Dec. 11, 1902 Andrew Carnegie returns from Britain on the *Oceanic* and first occupies his new 64-room Georgian mansion facing Central Park on 5th Avenue between 91st & 92nd Streets, which becomes his principal U.S. residence; it is now the Cooper-Hewitt National Design Museum, part of the Smithsonian Institution. (NYT, Trager, wiki)
- Dec. 12, 1902 Zanesville, Marietta & Parkersburg Railroad makes agreement for construction of road from Zanesville to Little Hocking, Ohio; Little Kanawha Syndicate expends \$871,545 on construction. (Church)
- Dec. 13, 1902 PRR and Southern Railway establish new sleeping car line between New York and Charleston, S.C., via Charlotte and Camden. (Guide)
- Dec. 13, 1902 New elevated track placed in service between Brandywine Creek and Landlith, north of Wilmington, Del. (WEJ)
- Dec. 14, 1902 Wolf Creek Branch of Western New York & Pennsylvania Railway extended from Heath to North Slippery Rock (Redmond), Pa. (tt)
- Dec. 15, 1902 Snow collapses roof of West Philadelphia roundhouse; 22 injured and 17 locomotives damaged. (RRGaz)
- Dec. 15, 1902 U.S. House passes Washington Union Station bill with amendment reducing payments to railroads from \$1.5 million to \$1 million each and requiring a station to be located between Capitol Hill and the Long Bridge for Virginia commuters. (RRGaz)
- Dec. 15, 1902 New coal hoists placed in service on Dock No. 25 at Cleveland. (AR)

- Dec. 15, 1902 *Tionesta*, new passenger and freight steamer for Anchor Line, launched at Detroit Shipbuilding Company; can make the round trip in 10 days vs. 13 days for the *Japan* class; is 360' (o.a.) x 45' x 28'; carries 350 passengers in 100 staterooms plus parlor suites; saloon, dining room and other public spaces are on deck above cabins, with no staterooms on perimeter.
- Dec. 15, 1902 Central Coal & Mining Company incorporated in Indiana to own coal lands in Sullivan County; acquires 788 acres of coal rights. (Church)
- Dec. 15, 1902 Reading Company rushes 1,000 tons of anthracite to Trenton to relieve a coal famine. (TrntnTimes)
- Dec. 15, 1902 Atlantic Coast Line Railroad elects six members of the Louisville & Nashville Railroad Board; Henry Walters replaces August Belmont as Chairman in Jan. 1903; Milton H. Smith remains Pres. of the L&N, as he has Walters's confidence. (Hoffman)
- Dec. 1902 R. M. Patterson, Superintendent of Terminals at Pittsburgh, has established private telephone exchange communicating with 25 freight yards around the city. (RRGaz)
- Dec. 1902 PRR now runs 3 separate Adams Express train for local business on the Pittsburgh Division. (RRGaz)
- Dec. 1902 George W. Martin named Superintendent of the Cumberland Valley Railroad, replacing Gen. Joseph F. Boyd, who has held the post since 1873; Boyd is named Purchasing Agent; VP Moorhead C. Kennedy also made General Superintendent. (RyW)
- Dec. 1902 Coal Run Branch of Tyrone & Clearfield Railway extended 2.76 miles. (Val)
- Dec. 1902 Moss Creek Branch of Cambria & Clearfield Railroad opens from near North Barnesboro and terminus (2.1 miles); PRR grants NYC&HR trackage rights under agreement of Dec. 22, 1891. (Val)
- Dec. 1902 Third and fourth tracks open between McDonald and Midway on Pittsburgh Division (PCC&StL). (AR)
- Dec. 1902 Pennsylvania Company issues an order forbidding employees to operate outside businesses; many now run stores, restaurants, etc. (RyW)
- Dec. 1902 Cincinnati, Lebanon & Northern Railway completes second track between Avondale and East Norwood. (AR)
- Dec. 1902 Washington, Baltimore & Annapolis Electric Railway syndicate buys all the

stock of the Annapolis, Washington & Baltimore Railroad, a steam railroad running from Annapolis Jct. on the B&O to Annapolis, with the object of electrifying it. (Moody's)

- Dec. 1902 Francis Innes Gowen (1855-1927), nephew of Franklin B. Gowen, is named PRR General Solicitor. (PRRBio - verify cards)
- Dec. 1902 Former PRR officer George W. Ristine named Master of Transportation for the upcoming Louisiana Purchase Exposition in St. Louis. (RyW)
- Dec. 1902 Future PRR Treasurer James F. Fahnstock (1859-1924) becomes Assistant Treasurer of the new International Mercantile Marine Company and relocates from Philadelphia to New York. (PRRBio)
- Dec. 1902 Pittsburgh Steel Company opens the first elements of a new plant at Monessen, Pa. (AI&SI)
- Dec. 1902 United States Steel Corporation acquires the Union Steel Company, with a large plant for making wire, rods and nails at Donora, Pa., and the Sharon Steel Company at Sharon, Pa., from the Mellons and Henry Clay Frick at a price variously stated as \$41 million or \$75 million. (Cotter, Cannadine - see above)
- Dec. 16, 1902 New York Board of Aldermen approves PRR tunnel franchise, including a local station at 4th Avenue, by 41-36 vote, after some Tammany members defect; also grants New York & Jersey Railroad a franchise to continue the old Haskin tunnel from the foot of Morton Street up to Greenwich Street by 43-15 vote; PRR VP John P. Green expresses satisfaction with vote and says that work will begin as soon as engineering work can be completed. (CorpHist, Couper, NYT)
- Dec. 16, 1902 Preliminary agreement executed covering Lines West membership in Terminal Railroad Association of St. Louis; "ferry stock agreement" executed calling for PRR to deposit its stock of Wiggins Ferry Company with trustees for Terminal Railroad Association. (MB)
- Dec. 16, 1902 Chicago, Rock Island & Pacific Railway, Southern Railway, Illinois Central Railroad, MK&T Railway, CB&Q and Chicago & Alton Railroad sign series of agreements with proprietary companies admitting them to Terminal Railroad Association of St. Louis; in return, Rock Island deposits the controlling interest in the Wiggins Ferry Company, which is placed in trust for TRRA, and withdraws threat of litigation. (Church)
- Dec. 16, 1902 LS&MS Executive Committee accepts B&O offer to join in the Reading Company purchase. (Wheeler)

- Dec. 17, 1902 L. Ohliger named Superintendent of Indianapolis Division, replacing William C. Loree, resigned to go to the B&O; Otto Schroll named Superintendent of Richmond Division, replacing Ohliger. (AR)
- Dec. 17, 1902 NYC&HR establishes Electric Traction Commission, headed by Chief Engineer William J. Wilgus and including George Gibbs of Westinghouse, Bion J. Arnold and Frank J. Sprague; Secretary is Edwin B. Katté, NYC&HR's Electrical Engineer. (Wilgus)
- Dec. 18, 1902 Long Island City terminal and offices of LIRR destroyed by fire; quickly replaced by a temporary station. (MB, AR)
- Dec. 18, 1902 U.S. District Court in N.J. hears Western Union Telegraph Company's request for an injunction to block its ouster from PRR lines. (NYT)
- Dec. 18, 1902 Redstone Central Railroad incorporated in Pa. to build coal branch from Brier Hill to Republic near Brownsville; owned by Brier Hill Coal Company, a subsidiary of Youngstown Sheet & Tube Company. (Val, Church)
- Dec. 18, 1902 William C. Loree (1860-1936) named Superintendent of the Chicago Division of the B&O. (AR)
- Dec. 18, 1902 Andrew Carnegie entertains 24 of his old Carnegie Steel Company, Ltd., associates at a housewarming for his new mansion at 5th Avenue & 91st Street in New York City. (Warren)
- Dec. 19, 1902 LIRR Board resolves to remove upper storey of Long Island City terminal and put on new roof, restoring it as a one-storey building within the same walls. (MB)
- Dec. 19, 1902 The Peoples Line steamboat *Tourist* attempts to unload at the wharf at Port Royal on the Rappahannock River, only to find that the Weems Steamboat Company has build a fence and locked the warehouse; they demolish the fence and break open the warehouse so that passengers can get to land. (Holly)
- Dec. 20, 1902 PRR Board makes major shake-up in officers in response to congestion crisis in the Pittsburgh area; W. W. Atterbury named General Manager replacing John B. Hutchinson; G. W. Creighton named General Superintendent of PRR Grand Division, replacing J. M. Wallis who is relieved at own request and given three-month leave of absence; A. W. Gibbs named General Superintendent of Motive Power replacing Atterbury; Richard L. O'Donnel named General Superintendent of Buffalo & Allegheny Grand Division replacing Creighton; Simon Cameron Long named Superintendent of Pittsburgh Division replacing O'Donnel; a director states, "The notion that when a man gets a position on the Pennsylvania he is 'fixed for life' no matter whether he is efficient or obliging or not, has got to be changed"; are also

- considering appointing a Fifth VP. (MB, NYT)
- Dec. 1902 New station built at Oxford, Md. (AR)
- Dec. 1902 Work begins on new station at New Brunswick, N.J. (NYT)
- Dec. 1902 Terre Haute & Logansport Railway and Logansport & Toledo Railway complete joint yard and shop improvements at Logansport; includes freight yard, shops, engine terminal and connection between TH&L and L&T. (AR)
- Dec. 22, 1902 Charles F. McKim and William R. Mead meet with Pres. Cassatt on design of Penn Station. (AJC)
- Dec. 22, 1902 PRR Road Committee hears a report on a line revision through Berwyn; approves the purchase from Beecher & Bullock Company of a 2-mile track connecting with the Tangascootac Branch. (MB)
- Dec. 22, 1902 Pennsylvania Company Executive Committee approves plan for expansion of Conway Yard; old yards are to be converted to new westbound hump yard and a new eastbound hump yard is to be built south of it; total capacity to be 12,990 cars; plan to build main Eastern Division shops at Conway is dropped. (ConwayRept)
- Dec. 22, 1902 New Castle & Beaver Valley Railroad Board authorizes 3rd & 4th track between Lawrence Jct. and New Castle; additions to Lawrence Jct. Yard; construction of "JU" Tower at Lawrence Jct.; and manual block on all double track. (MB)
- Dec. 22, 1902 Pennsylvania Company Executive Committee authorizes rebuilding the Haskell Docks at Ashtabula; new interlocking at junction of PFW&C and South Chicago & Southern (where? Colehour or Clarke Jct??) (MB)
- Dec. 22, 1902 NYC&HR Chief Engineer William J. Wilgus sends to Pres. William H. Newman a plan for two levels of electrified tracks at Grand Central Station, but retaining the existing head house; lower level suburban tracks are to permit MU cars to run directly into the IRT subway; suggests the use of air rights to generate enough income to defray the cost of borrowing the construction money. (Wilgus)
- Dec. 22, 1902 New York City Board of Estimate approves Grand Central Terminal plan of Dec. 3 but with recommendation that Park Avenue be extended south over the yard throat to 45th Street; at this stage, elevated driveway is just a baggage road loop between 43rd & 45th Streets. (RRGaz)
- Dec. 22, 1902 Asbury Park Board of Alderman closes the purchase of the beachfront, boardwalk, pavilions, and sewer system from founder James A. Bradley for

\$150,000; this ends his restrictive control over development and opens the resort to more commercial development and Sunday activity; the beachfront and boardwalk are to be placed under the Park Commissioner, and the facilities replaced or upgraded. (NYT, wiki)

- Dec. 23, 1902 New York City Mayor Seth Low approves franchise for Pennsylvania, New York & Long Island Railroad to build tunnels under 31st, 32nd and 33rd Streets from river to river and to close 32nd Street between 7th and 10th Avenues. (Couper)
- Dec. 23, 1902 New York City Mayor Seth Low approves franchise for the New York & Jersey Railroad for its line from N.J. to a terminal at Christopher & 10th Streets. (NYState)
- Dec. 23, 1902 NY&LB Board authorizes the construction of automatic block signals between Woodbridge Jct. and Point Pleasant, interlockings at South Amboy (SA), Matawan (MR), Red Bank (), Branchport (), and West End; improvements to the Raritan River Bridge, and inter-track fences at Matawan, Red Bank, West End, Allenhurst, North Asbury Park, and Asbury Park-Ocean Grove. (MB)
- Dec. 23, 1902 Flood in the Delaware River watershed crests at 17.6 feet at Trenton. (RyAge/Chi)
- Dec. 24, 1902 PRR Board authorizes realignment at Berwyn and construction of grain elevator at Germantown Jct.; authorizes the issue of 2,966,000 new shares at par 50 and an increase in the bonded debt to equal the total amount of stock. (MB)
- Dec. 24, 1902 Cleveland & Marietta Railway opens a spur from a point north of Ava to the Detroit Mine of the Wills Creek Coal Company. (AR)
- Dec. 31, 1902 Hamilton McK. Twombly tells Pres. Cassatt that NYC&HR system will take its half share of Reading Company. (Wheeler)
- Dec. 31, 1902 Northern Central Railway Grain Elevator No. 3 at Canton burns. (AR)
- Dec. 31, 1902 Pennsylvania Company stockholders approve increase of capital stock from \$40 million to \$80 million to finance improvements. (MB)
- Dec. 31, 1902 PCC&StL signs agreement for operating Midway & Oakdale Railway at Midway, Pa., effective this date. (Church, C&C)
- Dec. 31, 1902 PCC&StL and Chartiers Railway sign operating agreement covering Western Washington Railroad (Houston-Westland and Palanka), retroactive to Jan. 30, 1902; Chartiers Railway to pay one-third of annual rent of \$9,500. (Church)
- Dec. 31, 1902 270-car yard opens east of Cleveland Avenue at Columbus, Ohio. (AR)

- 1902 PRR stock price peaks at 85 for par-50 shares, highest level reached prior to the boom of the 1920s. (MB)
- 1902 Realizing that the United States Steel Corporation is bloated and inefficient, Henry Clay Frick begins selling most of his stock, retaining about \$15 million in bonds; Frick reinvests much of the money in railroads, buying about \$6 million each of the PRR, Chicago & North Western Railway, Union Pacific Railroad, Atchison, Topeka & Santa Fe Railway, Reading Company, B&O and Norfolk & Western Railway; Frick takes the most active interest in the management of the PRR. (Seely)
- 1902 LIRR station at Oyster Bay is extensively remodeled with new platform canopies by architect Bradford L. Gilbert to accommodate Pres. Theodore Roosevelt, whose home, "Sagamore Hill," is nearby. (LIRR)
- 1902 PRR acquires New York & Long Island Terminal Railway, which has projected a tunnel from Flatbush Avenue to Fulton Street in Manhattan. (MB)
- 1902 Flying junction and new three-level station built at 52nd Street; westbound passenger line carried over yard throat and eastbound Schuylkill Division in tunnel under main line. (AR)
- 1902 Class E3a 4-4-2 passenger locomotive and class B6 0-6-0 switching locomotive introduced.
- 1902 First PRR passenger cars with electric lights (Class PL).
- 1902 Lines West adopts the first PRR all-steel 50-ton gondola car (Class GS) for coal traffic. (Karig)
- 1902 Lettering of Lines East locomotives changed from "P.R.R." to "Pennsylvania" and Lines West from various companies to "Pennsylvania Lines." (Edson - not verified)
- 1902 Westinghouse electro-pneumatic block signals installed on New York Division main line and between Philadelphia and Paoli. (NO! in 1901!)
- 1902 Because of great increases in traffic since 1900, Pres. Cassatt plans a comprehensive system of improvements to cost over \$67 million; to complete 4-track system east of Pittsburgh, plus 2-track relief lines for freight with maximum grade against traffic of 15.8 feet per mile; low-grade freight lines are to include Radebaugh-Derry (not built), Gallitzin-Hollidaysburg and improving grades to Petersburg, Marysville-Glen Loch and improve Trenton Cut-off; plan 6-track system between Philadelphia and Paoli, Morrisville and Newark, N.J.; also a low-grade line from Enon on the PFW&C to Red Bank on

the Low Grade Line, bypassing Pittsburgh; also to build a series of large freight yards: at Sharpsburg for interchange between PFW&C and West Penn, at East Liberty on site of old stockyards, at Hollidaysburg and Fairview (Enola) for coal, coke and limestone, freeing Harrisburg and Altoona for general freight, and between Frankford Jct. and North Philadelphia for westbound freight bypassing West Philadelphia.

- 1902 Pennsylvania Annex Company's Jersey City-Brooklyn ferry begins operating at a loss. (SRea)
- 1902 New four-track stone arch bridge and four-track direct line opens across Delaware River at Trenton. (C&C has 1903)
- 1902 Automatic block signals placed in service between Frankford Jct. and West Haddonfield on Delair Bridge line and on Centre Street Branch at Newark.
- 1902 Northern bridge opens across Schuylkill on Filbert Street Extension with track connection to 32nd Street Tunnel and PB&W. (PaNews)
- 1902 New towers built at 22nd Street and 30th Street on Filbert Street Extension.
- 1902 New Grays Ferry Bridge at Philadelphia replaces old Newkirk Viaduct. (C&C - details)
- 1902 Jumpover opens at Edge Moor, Del. (AR- maybe 1903)
- 1902 PW&B opens new straight alignment at Claymont, Del. (AR - may be 1903 see above)
- 1902 New stations built at Trappe and Federalsburg on the Delaware Division. (C&C)
- 1902 Double track completed, Christiana Creek-Farnhurst, Townsend-Clayton, Viola-Felton and Laurel-Delmar on the Delaware Division. (C&C)
- 1902 NYP&N begins relaying the main line with 85-lb. steel rails. (Lewis)
- 1902 Track elevated on Union Railroad Company of Baltimore between Bay View and Broadway (2.5 miles), eliminating 16 grade crossings. (C&C)
- 1902 New 75-foot turntables built at North Avenue and Mount Vernon, Baltimore, on the Northern Central Railway. (AR)
- 1902 New station built at Stevenson, Md., on the Green Spring Branch of the Northern Central Railway. (AR)

- 1902 New “ _ “ Interlocking build at Middletown Ferry on the Baltimore Division. (AR)
- 1902 New alignments open between m.p. 81.57 and m.p. 83.23 at Florin and between m.p. 83.68 and m.p. 84.25 at Rheems on the Philadelphia Division. (C&C)
- 1902 Second track built on Northern Central, Bridgeport-Enola and Hecks-Dauphin (1.1 miles); new wye connection to Cumberland Valley Railroad built at Bridgeport and “J” interlocking revised. (AR)
- 1902 New engine house built at York, Pa., on Northern Central Railway. (AR)
- 1902 Harrisburg station enlarged; train shed extended 120 feet eastward and separate passenger and baggage bridge completed over 8 tracks; tracks raised over the Market Street crossing just west of the station. (Keystone - completed 1903!!)
- 1902 Engine house, coaling trestle and 75-foot turntable built at Marysville, Pa., on the Northern Central Railway. (AR)
- 1902 Cumberland Valley Railroad completes grade reduction and grade crossing elimination between White Hill and Shiremanstown. (C&C)
- 1902 Second track completed between Chambersburg and Waynesboro Jct. on the Cumberland Valley Railroad. (C&C)
- 1902 Northern Central Railway places tug boat *Cornelia* in service at Sodus Point, N.Y. (AR)
- 1902 Ownership of Lykens Valley Coal Company vested in Summit Branch Mining Company. (Cards)
- 1902 Susquehanna, Bloomsburg & Berwick Railroad abandons line between Millville and Orangeville, Pa. (Val, but date is from AR to ICC so could be early 1903 - Guide has 4/1903)
- 1902 Pennsylvania Canal Company’s company boats stored at Shamokin Dam are sold to Schuylkill Navigation Company, floated down river to Chesapeake Bay, and towed around to Philadelphia; two company steamboats and dredges remain unsold at Shamokin Dam. (AR)
- 1902 New stations open at Marysville and Duncannon on Middle Division. (AR)
- 1902 Third and fourth track opens: Cove-Aqueduct, Denholm-Lewistown Jct., and Mount Union-Mill Creek on Middle Division.

- 1902 Philadelphia & Erie Railroad purchases 2.21 miles of line from Beecher & Bullock Company to extend Tangascootac Branch to North Fork Jct. (Val)
- 1902 Second track built between Keating and Halls Run (10.73 miles), and Lusk Run Bridge to North Bend (23.28 miles) on the Philadelphia & Erie Railroad. (C&C)
- 1902 Block signals placed in service between Keating and Nisbet on P&E.
- 1902 Yard at Emporium enlarged. (AR)
- 1902 Buffalo Coal Company abandons mines in McKean and Elk Counties as unprofitable. (MB)
- 1902 Olean Shops enlarged, including new buildings and transfer table. (AR)
- 1902 New passenger car yard opens at Buffalo Shops (Ebenezer?) and old yard at Emslie Street abandoned. (AR)
- 1902 Tyrone & Clearfield Railway abandons 0.28 mile of Forsyth Branch. (Val)
- 1902 Third track opens between Wilmore and Summerhill; fourth track opens between Portage and Summerhill and between Morrellville and Sang Hollow on Pittsburgh Division.
- 1902 Bradenville Branch opens between Bradenville and coke works (2.22 miles) on Pittsburgh Division. (Val)
- 1902 Shade Creek Branch of South Fork Railroad opens from point 9.73 miles from Lovett to Eureka Mine No. 39 (6.8 miles). (Val)
- 1902 Llanfair Branch of South Fork Railroad extended 1.28 miles south of Llanfair to Henrietta on Pittsburgh Division. (Val, AR)
- 1902 Line relocation opens at Brintons on Pittsburgh Division. (RRGaz - verify)
- 1902 Winfield Branch of Western Pennsylvania Railroad extended 0.83 mile beyond Winfield Furnace. (Val)
- 1902 Double track completed between Bolivar Jct. and Blairsville and between Salina and West Apollo on the Western Pennsylvania Railroad. (C&C)
- 1902 New passenger station and shelter built at Avonmore on the Western Pennsylvania Railroad. (C&C)

- 1902 New stations built at Youngwood and 12th Street Pittsburgh on Monongahela Division.
- 1902 Overton Branch of South-West Pennsylvania Railway abandoned (1.16 miles). (Val)
- 1902 Third track opens between Donora and Pittsburgh, South Side, (6.59 miles) on Monongahela Division; fourth track opens between "YJ" and "HO" Towers (3.42 miles) on Monongahela Division. (C&C)
- 1902 2.77 miles of second track built on the Redstone Branch on the Monongahela Division. (C&C)
- 1902 Total of 9.07 miles of second track built on the South-West Pennsylvania Railway. (C&C)
- 1902 Monongahela River & Streets Run Branch of Pittsburgh, Virginia & Charleston Railway extended 1.00 mile to Harrison Coal Works. (Val)
- 1902 Ohio Connecting Railway opens its Duff Branch from "SQ" Tower at the south end of its Ohio River bridge to Duff Jct., at the north end of the future Scully Yard on the Pittsburgh, Chartiers & Youghiogeny Railway; this allows trains from points south and west on the PC&Y to cross the bridge and go west on the PFW&C. (Church, C&C, RRGaz - probably early in year)
- 1902 Second track opens between Bridgeville and Boyce (3.65 miles) on Chartiers Railway. (AR)
- 1902 Little Kanawha Syndicate acquires all stock of Marietta, Columbus & Cleveland Railroad. (Church)
- 1902 Marietta, Columbus & Cleveland Railroad abandons branch connection to B&O at Stewart, Ohio (5.17 miles). (Church)
- 1902 Belington & Northern Railroad opens between Belington, W.Va., and Wilmouths Ford (4.6 miles); operated as switching line by Western Maryland Railroad. (Church)
- 1902 Double track completed, New Castle-Harbor Bridge, and Wheatland-Sharon on the Erie & Pittsburgh Railroad. (AR)
- 1902 Double track completed, Lawrence Jct.-Edenburg, Haselton-Coal Creek, Brier Hill-Mosier and Girard-Robbins on the Erie & Ashtabula Division; completes double track between Brier Hill and Robbins. (AR)
- 1902 Beaver Dam Branch of the Cleveland & Pittsburgh Railroad is extended 1.4

- miles from East Goshen Coal Company No. 2 to the mine of the Beaver Dam Coal Company. (Church)
- 1902 New ore-handling plant installed on Dock No. 1 at Cleveland. (AR)
- 1902 PRR acquires control of charters of Ohio and Pa. Massillon & Little Beaver Railroad companies. (Cards)
- 1902 Cleveland Group Plan Commission engages Daniel H. Burnham to develop a city plan including a new Union Depot. (Wheeler)
- 1902 Cleveland, Akron & Columbus Railway completes new yard at South Akron containing 4.5 miles of track with a 60-foot turntable. (AR, C&C)
- 1902 Cleveland, Akron & Columbus Railway completes new freight and passenger yard at Columbus containing 3 miles of track. (AR, C&C)
- 1902 New westbound yard opens at Dennison, Ohio. (AR)
- 1902 New yard completed east of Cleveland Avenue in Columbus with a capacity of 270 cars. (C&C)
- 1902 “_” Tower built at Upper Sandusky at crossing of Hocking Valley Railway. (Miller)
- 1902 84-lever interlocking plant built at Walbridge and a 64-lever interlocking plant built at Tiffin on the Toledo Branch. (C&C)
- 1902 Toledo, Walhonding Valley & Ohio Railroad enlarges Outer Yard at Toledo. (C&C)
- 1902 Toledo Railway & Terminal Company opens Toledo Station at Cherry Street.
- 1902 Toledo Railway & Terminal Company completes “upper bridge” over the Maumee River at Toledo. (MichRRs)
- 1902 Continental Improvement Company sells \$170,000 of Traverse City Railroad stock to GR&I; having disposed of its land grant and other property, it goes out of business. (Church)
- 1902 Second track completed, “KN” Tower-Nevada, Upper Sandusky-Dunkirk, and Bourbon-“OM” Tower on the Western Division, PFW&C; completes the double-tracking of the division from Crestline to west of Fort Wayne, plus Valparaiso to Chicago. (AR, C&C)
- 1902 New timber main line coaling station built at Fort Wayne. (VPWR)

- 1902 Passenger earnings of the South Chicago & Southern Railroad post a big increase. (MB)
- 1902 New station, train shed and freight station and new bridge over the Whitewater River open at Richmond, Ind. (AR, C&C)
- 1902 Terre Haute & Logansport Railway purchases ten acres with lake grove for picnic grounds at Lake Maxinkuckee. (AR)
- 1902 Second track and grade reduction to 0.3% made on the Logansport Division of the PCC&StL Railway for 2.5 miles west of Marion, Ind.; Onward to Anoka (5.5 miles); 3 miles at Deerfield; and Boone to Thornhope (6.0 miles). (C&C)
- 1902 Interlocking built at Willows on the St. Louis Division. (C&C)
- 1902 St. Louis Union Station rebuilt, widening the Concourse to 50 feet, extending the train shed 180 feet, reconstructing the track layout to obtain longer tracks and installing a large new electro-pneumatic interlocking tower at the terminal throat. (C&C - verify)
- 1902 Stephen B. Elkins of W.Va., Chairman of the Senate Interstate Commerce, begins pushing for an act to prevent rebating with the support of the PRR; Elkins owns railroads but is primarily a big coal shipper; Pres. A. J. Cassatt and James A. Logan originally propose that the bill legalize pooling and allow the ICC to fix a rate for one year subject to judicial review; these features are abandoned after being opposed by small shippers at the Interstate Commerce Law Convention. (Hoogenboom - get genesis of Elkins Act)
- 1902 George Gibbs returns to New York as First VP of Westinghouse, Church, Kerr & Company; later becomes consultant to NYC electrification and Interborough Rapid Transit subway.
- 1902 Charles D. Young joins PRR staff permanently.
- 1902 Future motive power official Frederick G. Grimshaw (1878-1958) joins the PRR as a special apprentice in the Altoona Machine Shop, after a year with the Cooke Locomotive Works in his native Paterson, N.J. (PRRBio)
- 1902 Lehigh Valley Railroad completes filling of the trestles on the Greenville & Hudson direct line between Constable Jct. and Communipaw in Jersey City. (AR - pre 6/1902)
- 1902 Illinois Northern Railway opens, an industrial belt line owned by the International Harvester Company. (Moody's)

- 1902 Standard Oil Company millionaire Henry Huddleston Rogers (1840-1909) and associates purchase the stock of the Deepwater Railway, running between Deepwater and Robson, W.Va., to serve as a nucleus for an independent line between the West Virginia smokeless coal fields and tidewater in competition with the Norfolk & Western Railway. (ICC, Lambie)
- 1902 CCC&StL Railway purchases control of the Cincinnati Northern Railroad. (AR)
- 1902 U.S. railroad route mileage passes 200,000 for first time. (AAR)
- 1902 The brokerage house of Cassatt & Co. moves from 26 South 15th Street into the Arcade Building across Market Street from Broad Street Station. (Barnes)
- 1902 Bethlehem Steel Company exits the rail-rolling business. (Warren)
- 1902 Pittsburgh Coal Company acquires the New York & Cleveland Gas Coal Company, formerly owned by the Carnegie interests. (Consol)
- 1902 Ten automobile manufacturers, including the Olds Motor Works and the Packard Motor Car Company, form the Association of Licensed Automobile Manufacturers, which will act as a patent pool and charge a 1¼% royalty on each car sold; 27 companies have secured licenses by 1903, but others, including Henry Ford, are excluded; the Association's tactics encourage concentration on big luxury cars, such as Packard, Cadillac and Buick in the years 1904-1908; such cars are now demanded as symbols of wealth, and are priced above the means of ordinary middle-class families. (Dunbar)
- 1902 Studebaker Brothers Manufacturing Company of South Bend, Ind., a major wagon and carriage builder, builds its first electric automobiles. (Howard)
- 1902 Tome School for Boys, an exclusive boarding school endowed by the Jacob Tome Estate, opens on the bluff above Port Deposit, Md. (portdeposit.org)
- 1902 German-American Car Company, predecessor of GATX Corporation, a national freight car service, incorporated in W.Va. by Max Epstein (1875-1954); Epstein, who has worked as the American representative of his father's German-American Provision Company, has purchased 48 surplus Armour refrigerator cars in 1900 and established his own line with the proceeds of resale. (NCAB)
- 1902 Comptroller of the Currency forbids national banks from acting as investment banks; this turns into a boon for trust companies, which operate under state charters, and because they don't issue circulating bank notes, are not subject to regulation; by 1904, the number of trust companies has increased to 924; commercial and investment banks cultivate interlocking relationships with

trust companies to tap their huge pools of savings for financing new enterprises. (Cannadine - verify)

1902

International Brotherhood of Stationary Firemen renamed the International Brotherhood of Stationary Firemen & Oilers; the “Stationary” is later dropped; it is one of the AFL shop craft unions. (DeptofLabor)